Weather

Continued warm. The maximum temperature yesterday was 88.7 and the minimum 67.1, the figures for the corresponding day last year being 85.3 and 68.4.

The China Press
大陸報

The Mail Box
MAILS for U. S. and Europe. Str. Pres. Madison, Ord. 10.30 a.m. today.
FOR Europe via Suez, Str. Amboise, Sept. 16.
FROM U. S. and Europe, Str. Pres. Jackson, Sept. 19.
FROM Europe via Suez, Str. Macedonia, Sept. 13.

NO. 3387 VOL. VII. Registered at the Chinese P. C. for transmission "with special marks privileges in China" 壬戌年七月十九日 SHANGHAI, SUNDAY, SEPTEMBER 10 1922 大正十一年九月十日 第三種郵便物認可 20 CENTS

POWERS ARE READY TO AID CHINA, AVERS PAUL REINSCH

Outline Policy And Help Will Come, He Says

NEED BEGINNING

Proposes "Constitution Interim Loan" For 10 Months

(Reuter's Pacific Service)

Peking, Sept. 9.—Speaking at an informal gathering of high officials and prominent personages at Dr. Wellington Koo's residence yesterday afternoon on the subject of "Chinese financial independence," Dr. Paul Reinsch, former American Minister to China, said:

"If Chinese financiers and bankers take the initiative in elaborating a practical policy they can undoubtedly count on international support. The present situation calls for self-help, at least in initiating a plan, as the other nations are too busy with their own affairs. A practicable proposal regarding Chinese finance would, however, receive support Nevertheless, we must realise how near China is to a financial breakdown and what it would mean. The underlying economic condition of China is so favorable that the financial problems could be easily handled were there initiative and co-operation."

Dr. Reinsch proposed "a Constitution interim loan" of G.$2,000,000 monthly for 10 months to give the Government a chance to exist without worry during the Constitution-making period. Meanwhile, a financial commission would elaborate a system of revenue reform with the co-operation of national and foreign banking representatives. Should the proposed Consortium make the above loan its representatives would co-operate with the financial commission. This was the time when such assistance should be given. Later, it would be unnecessary, or too late to avert financial disaster. Such co-operation between the Chinese Government, Chinese bankers and foreign financial experts would in itself restore the credit of the Government. Should the Consortium decline to make such a loan or propose terms which would induce a long discussion by Parliament and consequent delay in the completion of the Constitution it would then become necessary to invite banks outside the Consortium to take up the matter.

The taxable resources of China, when they could once be reached by new legislation after the Constitution has been established, were far more ample, he said, than the resources available in any other country except the United States. What China needed was not the much-discussed "strong man" but only a good financier and team work between the Chinese Government and the bankers. "China does not come before the world as pleading for assistance but as offering a plan for the development of her financial resources."

During the past week Reuter's Correspondent has interviewed various high Chinese officials and advisers and foreign bankers, who unanimously agree that while the reunification outlook is comforting the financial prospects a year hence would be much brighter. As Dr. Wellington Koo recently pointed out, there is real danger of a Governmental collapse through financial stringency during the next six months.

A prominent foreign expert thinks that the necessary advances could and should be made with guarantees that the advances would be used solely for education and for the payment of salaries of members of Parliament, the police and gendarmerie and departmental officials, rigidly excluding militarists.

Failing a solution of this financial problem the Acting Minister of Finance says that a financial breakdown appears inevitable, adding that this would be deplorable as, apart from the question of tiding over a short period, China's future prospects are really good.

Love Unrequited, She Takes Poison

Miss Bobby Kantor & Dr. Maurice Mazel.

MISS Bobby Kantor, of Chicago, beautiful girl of twenty-three and heiress to an estate of $100,000, is dying as a result of a poison dose taken when she lost the love of Dr. Maurice Mazel, a well-known young Chicago physician.

GIRL SUICIDE HAD $5,000 DEAL WITH DR. TONG

Mother And Sister Testify At Inquest She Loaned Money To Employer

At an inquest held yesterday in the Mixed Court following the death of Miss Zia Tsang-tsz, who hanged herself in the office of the Shanghai Journal of Commerce Friday evening, questions were raised concerning a financial transaction involving $5,000 that Miss Zia entered into with Dr. S. C. Tong, one of the owners of the Shanghai Journal of Commerce, and according to testimony given some connection existed between this transaction and the girl's tragic death.

The inquest was conducted before British Assessor Mead and Magistrate Tsang and in connection with the verdict of suicide that was returned it was set forth that she could have recourse to a civil action should members of Miss Zia's family see fit to file one against Doctor Tong in connection with the $5,000 involved.

Testimony given by the mother of Miss Zia was to the effect that the young woman had loaned the sum of $5,000 to Doctor Tong last year and that he had employed it in investments that had not turned out successfully. The mother said the girl on a previous occasion had attempted to kill herself in the office of the paper by taking a drug. On this occasion the mother said, Doctor Tong sent Miss Zia home ina carriage where she let it be known that she had tried to end her life.

Testimony given by a sister of the victim corroborated what the mother had said concerning the loan of $5,000 to Doctor Tong. The sister said an arrangement had been reached under which Doctor Tong had agreed to make repayment of the money in three installments, the first of which, however, never had been met, she said.

Doctor Tong taking the witness box admitted that he had received the sum of $5,000 from Miss Zia for purposes of investment, but he denied that this was a loan and he denied also that he had made any matrimonial proposals to Miss Zia, as had been alleged by a preceding witness.

Miss Zia, he said, last year was carried away with the idea of making big profits when the era of stock exchange speculation developed. She asked him to invest money for her, he said, and he received from her the sum of $5,000 for the purpose. She never had taken delivery of some of the stocks purchased, he said, and certificates for shares in other of the investments he had made for her were in his safe.

Other testimony presented disclosed that Miss Zia had used a section of insulated electric cord to hang herself, having attached it to the woodwork of a transom of the office room in which she worked. A verdict of suicide was returned.

WOMAN'S CLUB BEGINS SEASON NEXT TUESDAY

First General Meeting Of Year To Be Held At Carlton

The first general meeting of the American Woman's Club for the new year will be held on Tuesday, at 4:30 p.m. at the Carlton Cafe. This is an extremely important meeting and the attendance of every member is urged as arrangements for the Country Fair and other vital matters will be discussed. As there is so much business to be taken up tea will not be served but the meeting will be called to order at 4:30. A meeting of the Executive Committee is called for 3:30 Tuesday at the Carlton, immediately preceding the general meeting.

Two urgent calls for a full attendance at Country Fair meetings have been sent out and the respective chairmen wish to invite all Shanghai women who come from the different states in question to attend these gatherings, even if they are not already members of the Club. If it is impossible to attend they are requested to get in touch by correspondence or telephone with the chairmen. On Tuesday morning at ten the New England Division meets at the Carlton Cafe and all New England women are asked to be there. Mrs. P. A. Sargeant, 3 Nanyang Road, is the chairman of this Division. The New Amsterdam Division, which includes New York, Pennsylvania, New Jersey and Delaware, will meet on Wednesday at three at the home of the chairman, Mrs. Jackson T. Hammond, 82 Route de Say Zoong. It is particularly requested that all members of this division make a special effort to be present and to bring any newcomers from this section of the United States.

PLAN TEA DANSANT

The New England Section of the Club is busily engaged with preparations for the tea dance to be given at the Astor House on Thursday, September 21, from 5 to 7 p.m. Tickets are $2 each and the funds secured will go toward the expenses for the New England booth at the forthcoming Country Fair. Mrs. P. A. Sargeant is chairman of the New England Section and Mrs. H. A. Wiley vice-chairman. Mrs. R. I. Clapp is chairman of the dansant committee and the patronesses are Mrs. C. S. Lobingier, Mrs. J. B. Fearn and Mrs. W. H. Lunt.

Crowds Besiege Big German Bank

(Reuter's Service)

Berlin, September 8.—Crowds besieged the Reichsbank for hours today, trying to cash Reichsbank cheques but were only able to get a fraction in consequence of a shortage of notes, which is partly due to a note printers' strike and also to hoarding of notes by business houses for wages.

SCHANZER HAS PLAN TO STOP GREEK - TURK HOSTILITIES

Wants London And Paris To Call Conference

SUGGESTS VENICE

Believes Belligerents Could Find Basis For Peace

(Reuter's Service)

London, Sept. 8.—The latest messages, dealing with the fighting in Anatolia, show that the Turks are continuing their advance and it is estimated that they are only about 25 miles from Smyrna. This, however, does not entirely tally with Turkish communiques, which indicate that operations have been suspended for a breather. The Greeks are still retreating in the North but apparently are putting up a better fight.

It is pointed out in authoritative circles that the new Turco-Greek situation will in no way affect the British Government's views with regard to the general question of peace between the Allies and Turkey. Nothing in the least affecting the freedom of the Straits will be tolerated. The British Government has again proposed that the question of the protection of minorities shall be referred to the League of Nations. The British policy is to obtain the best possible terms for the safety of these minorities in Asia Minor.

Athens, Sept. 8.—M Callogheropoulos has accepted the Greek Premiership.

London, Sept. 8.—The United States Consul-General at Constantinople, who is Chairman of the United States Relief Association, has undertaken to render all possible assistance to refugees from Asia Minor, both at Constantinople and at Smyrna.

(Reuter's Service)

Rome, Sept. 9.—Signor Schanzer has approached the Paris and London Governments suggesting inviting the Greek and Turkish Governments to Venice to discuss a basis of peace as a preliminary to the Venice Conference proper.

Signor Schanzer expresses the opinion that the Allies should limit their activities to urging the belligerents to cease hostilities.

Smyrna, Sept. 8.—Thousands of refugees and deserters are arriving in Smyrna and the question is beoming grave as practically no steps have been taken with regard to sanitation and food supplies.

It is estimated that the number of homeless refugees exceeds 200,000.

Many British subjects are remaining in Symrna and the outlying villages. Fears are entertained as to the security of British properties.

Malta, Sept. 8.—Rear-Admiral Sir Reginald Tyrwhitt with the lightcruisers, Cardiff and Concord, is leaving for Smyrna. Almost the entire Mediterranean Fleet is now concentrated in Near Eastern waters.

(Reuter's Service)

Paris, Sept. 8.—A sensational list of Turkish captors is given in a telegram from Adana stating that the Kemalists have reached the Aegean, presumably south of Smyrna, and are approaching Smyrna and marching on Manissa. They have so far captured 700 guns, 11 aeroplanes and 2,000 machine-guns.

President Madison Is Sailing Today With U. S. Mail

Mail for America is being despatched today on the steamer President Madison of the Admiral Line and ordinary matter may be posted this morning up to 10:30 o'clock at the American Post Office. The steamer, which docked at the China Merchants' Central wharf yesterday afternoon is to sail at noon today and is scheduled to arrive at Seattle by way of Japanese ports on September 26.

Following the Empress of Asia which arrived from Vancouver, B.C. yesterday afternoon and sailed for Hongkong and Manila at midnight, and the Empress of Canada, which preceded the Asia by a few hours, the next incoming mail from America is due to arrive here on the President Jackson on September 19.

Woman A Blacksmith For 25 Years

Mrs Mary Harris.

MRS. Mary Harris, for the last twenty-five years has worked as the village blacksmith of Grant, Mich. She learned the trade during her spare hours and aids her husband, in whose shop she works. She is an expert in all details of the trade, such as horseshoeing and welding.

Blazing The Gospel Trail In Back Blocks Of China Among Pagan Aborigines

Chiang Tribes Gladly Hear The Message Brought To Them By Ardent Pioneering Missionaries

BY T. TORRANCE

(Agent The American Bible Society)

LAST year I sent you an account of a journey I took through the heart of the Ch'iang country. It supplemented the report of a tour taken two years before to investigate the customs and religion of this aboriginal people. This year I have made another journey among them and feel sure you will be interested in an account of our experiences and findings.

I had four companions: the Rev. W. R. Morrison who asked to come with me and Messrs. Chen, Ko and Liu, three of our colporteur-evangelists. Mr. Morrison brought his pony and I rode the mule that gave me before such good service.

My object this time was to find out exactly the Northern and Western borders of the Ch'iang and see how their manner of life compared with their kindred farther South, the idea behind being, of course, their speedy evangelisation.

We had a fine start: the day proved fair and we made the Niangtse-ling pass without rain or drizzle. This meant good bye to the steam and damp of the plain for the climate beyond is wonderfully dry and bracing.

Were there only good roads up the valley it would be very attractive in Summer but the wearisome up and down, up and down, narrow, dangerous rough-boulder strewn path is its great drawback. How one pities the poor coolies who, forced by poverty, carry such immense loads on their backs to and from the various mountain cities. Tea for the Tibetan market, cloth, brass and iron ware, sandals and rice form the main exports of the Chinese to their highland neighbors while they buy wool, skins and medicines. Of the medicines Chiangho is the chief. Other favorites are insect grass, musk and deer's horns.

CARRY GREAT WEIGHTS

The tea is put up in bamboo cases of sixty and one hundred and twenty catties. The majority of the tea coolies carry either two of the smaller or one of the larger cases. Truly a staggering weight. A few carry three of the sixty catty cases—one hundred and eighty catties. They travel on an average ten miles per day and for one hundred and twenty catties receive fully a thousand cash, or forty-five cents.

Before crossing the pass I noticed at one place a lot of tea being dried in the sun. I asked Mr. Morrison what he thought it was. "Firewood," he unhesitatingly replied and I laughed, for it was little else. It came as a surprise to him as to all others at first to know that tea brushwood is sold to the Tibetans for tea. Yet so it is. Even the Indian tea-growers could not credit it until they sent a special commissioner to this side to investigate.

At Wenchuan three Christian Ch'iang met us. They had come a whole day's journey to welcome us to their country. The sight

Parliament Voting On The Premiership Question Wednesday

(Reuter's Pacific Service)

Peking, September 9.—Apparently the vexed question of voting on Mr. Tang Shao-yi's nomination as Premier is at last to be decided by Parliament, as it has been placed on next Wednesday's agenda. The fear that it would not be confirmed is believed to have contributed largely to Parliament's procrastination in this matter.

As far as can be ascertained Mr. Tang's election is by no means certain and it is hinted that if the prospects be unfavorable on Wednesday an interpellation will be made as to whether he has signified his willingness to accept the office. In that case the bill will be sent back to the Cabinet and the matter dropped, upon which Dr. Wang Chung-huai will be nominated Premier.

Community Church Afternoon Service Resumed Today

Bishop F. T. Keeney To Address Meeting At Masonic Hall

The afternoon service of the Community Church will be resumed today at the Masonic Hall, 30 The Bund, at five o'clock. Bishop F. T. Keeney of Foochow will preach. The preacher at the morning service at the Columbia Country Club will be Rev. John Gowdy, President of the Anglo-Chinese College at Foochow. Strangers and visitors in Shanghai will be heartily welcomed at these services.

The morning Sunday School of the Community Church will open its fall session next Sunday, September 17.

FAR EASTERN BANK AND BIG EXCHANGE ORDERED CLOSED BY CONSULATE

Italian Vice-Consul Takes Drastic Action Against Institutions Registered, Alleging Lack Of Proper Italian Interests In Directorates

BIG JAPANESE FINANCIAL PLOT SEEN

Far-Reaching Scheme To Gain Control Of Market Situation In Shanghai And China Believed Frustrated By Liquidation Order

The Italian vice-consul, Mr. Guiseppe Brondelli, acting as judge of th e Italian Consular Court, yesterday ordered two Shanghai financial institutions to close their doors. The concerns affected are the Far Eastern Bank, at Ezra and Kiangsi Roads, and the International Gold and Silver Currency, Stock and Produce Exchange, Ltd., with offices in the Chartered Exchange building, Szechuen Road and Avenue Edward VII. Assessors Dengeri and Giacchino assisted the vice-consul in the liquidation proceedings. The reason given for this action was that the two companies, "although registered at the Italian Consulate, no longer have any Italian interests."

Following the order, which also appointed liquidators, the premises of the bank and exchange were visited, yesterday noon, by consular court officials, who ordered the businesses closed and took charge of the books. The liquidators appointed are Dr. C. Fischer and Mr. Giocomo Maranzana.

The action of the court in connection with the liquidation of the stock exchange, as stated in the official announcement, was taken because the exchange, while registered in the Italian Consulate, no longer complies with the requirements of Italian law, is no longer involving Italian capital, and because the directors have never called a general meeting of shareholders, as required by law and as requested by the Court, to take up the matter of the liquidation.

BANK SITUATION

The announcement with regard to the bank is similar, but states that the Court took into consideration the declaration of the "actual directors." Roberto Alba and J. Oshima, urging the necessity of a general meeting to decide upon liquidation "in view of the critical situation of the bank" and asking the appointment of liquidators for the main and branch offices. The order affects also branches of the bank in Canton, Tientsin, Tsingtau and Nanking.

Back of this action by the Italian consular authorities there is a story of finance of both the high and frenzied variety, and of a Japanese movement that was launched some months ago on a scale so magnificent in its aims and so involved and far reaching in its conception that the plots evolved by J. Rufus Wallingford were simple little charades by comparison. It was a scheme that sought to accomplish in Asia, through the control of finance, something akin to what the old Prussian General Staff hoped to bring about in Europe by means of the bayonet.

While there is little direct evidence that other than private Japanese interests were involved, certain signs point to wires, always underground, that lead to Tokio, and to the Japanese embassies in Washington, London and Paris.

On practically every phase of the affair there are old, familiar Japanese imprints. Roundabout methods; Chinese dummies acting for Japanese; concealed motives; strange directorates; plot and counter plot; scheme and subscheme, and always with the main idea of keeping concealed the hands that manipulated the hidden wiress until after the *fait accompli*, when it apparently was hoped by the promoters that it would be too late to do anything about it beyond emitting a few helpless squeals.

AIMED AT CONTROL

Primarily, it is believed, the first aim of these Japanese financiers was to gain financial control of Shanghai, and subsequently of all China. This apparently was to be the first step in a far flung scheme.

So, here in Shanghai, the commercial capital of Asia, they organised the International Gold and Silver Currency, Stock and Produce Exchange, Ltd. This enterprise was capitalised at $20,000,000, of which six millions was paid up, and which was registered in duly accredited form at the Italian Consulate. This little preliminary, it is said on good authority, set the promoters back the neat little sum of $50,000 in fees alone.

That was the first item of expenditure in what was to develop into an expense account that must be the cause of acute pain to the promoters in the region of their bank accounts when they contemplate their wrecked house of cards.

Next they engaged a Chinese president, a man of good standing, at a nice fat salary. As aides for him they employed a big board of directors consisting of

ANOTHER QUAKE ROCKS DISTRICT ABOUT KUYUAN

No Lives Reported Lost, However, And Property Damage Is Small

(Staff Wire to The China Press)

Kuyuan, Kansu, Sept. 9.—Another earthquake shock was felt in this district yesterday, the third since the one of August 31.

No loss of life has been reported and the property damage is believed to be small, though the shocks have been the most severe experienced since the disastrous quake of December 1920.

COMMERCIAL MEN PLAN WELCOME FOR U. S. MISSION

Ass't Secretary Of Commerce Huston May Arrive Today

Arrangements have been completed for the reception here of the touring party of commercial experts headed by United States Assistant Secretary of Commerce Huston, which may arrive today on the cutter Mojave.

Leading Chinese businessmen are co-operating with the Americans in plans for the welcoming of the visitors and a reception probably will be held at the Chinese General Chamber of Commerce when they arrive. A meeting to perfect arrangements was held last evening. The American Chamber of Commerce and the American Commercial Attache, Mr. Julean Arnold, are arranging for the American business community's reception to the party.

Uncertainty as to the exact time of arrival of the Mojave is due to no word having been received from the delegation for some days past. The cutter, after cruising about Japan, sailed for Vladivostok, where Secretary Huston and his companions have been making a survey of conditions. In view of this fact it is thought hat the arrival here may be delayed a day or two.

Russian Injured In Tramcar Fall

A Russian named Redenham, living at 115 Yangtszepoo Road, is at the General Hospital suffering from serious shock as a result of falling from a moving tramcar near the Palace Hotel Friday afternoon.

According to the police report the man attempted to alight from the tram before it came to a halt and was hurled to the pavement with great force.

five managing directors, at a salary of $500 a month each, twelve ordinary directors at a $100 a month each, and thirty "advisors" at $100 a month each. Four of these are said to have been foreigners, registered as Italian citizens. Most of the Chinese are said to have been under Japanese protection.

DIRECTORY CHANGES

After this president and board were installed, and registration had been obtained at the Italian Consulate, began the process of easing out the Chinese and Italians, and easing in the real movers in the enterprise, who were Japanese. The president, and practically all of his directors and advisors "resigned", to make way for a new president in the person of a Formosan born Japanese, who is, or was, registered at the Japanese Consulate here. This man certainly was a logical choice for the presidency, inasmuch as the Japanese promoters had decided to make gradual rather than sudden changes in the directorate, figuring that by so doing no attention would be attracted to the transition.

Later, when the board held its meetings only Japanese—eight of them—were present.

Then began the work of getting ready for the Big Splash. The company was now organised and ready for business. Under the new management a deal was engineered by which the Chartered Stock and Produce Exchange was taken over. This was early last spring. Sometime later, it appears, the Formosan kicked over the traces and was forthwith eliminated as an officer of the company, a Chinese registered at the Japanese Consulate as a Japanese citizen taking his place.

On Hankow Road, at Nos. 9, 9A and 10, are three large buildings, used partly as offices and partly as dwellings. These buildings were purchased by the Exchange as prospective headquarters, the consideration being the tidy sum of Tls. 1,250,000. The odd quarter million went in commissions for arranging the deal. All the occupants of these three buildings were informed, some months ago, that their leases would not be renewed, and all were requested to vacate on the day of the expiration of their present leases. These notices were rescinded some weeks later when the new owners of the buildings got their first intimation that storm clouds were gathering on their financial horizon. At this time the buildings were hastily mortgaged for Tls. 550,000, less than half of what they had cost, thus accounting for another large dent in the six million dollar capital of the Exchange that was actually paid up.

TICKER SYSTEM

When the Hankow Road buildings were purchased it was the intention of the Japanese promoters to make them the headquarters of an elaborate stock ticker system that would reach into practically every business building in Shanghai, and in line with this policy some three hundred ticker machines, with thousands of rolls of tape and suitable wooden stands on which to place the tickers, were purchased in America and brought to Shanghai, where they now repose in a godown, slowly gathering dust and cobwebs as a result of the action taken yesterday after a long period of threatening by the Italian Consulate officials.

The Shanghai Telephone Company, through General Manager Cole, was approached by an agent of the Exchange, not a Japanese, with a view to finding out whether the telephone company would undertake to install the tickers and after installation, operate them in connection with the telephone system. Mr. Cole replied that, in principle, his company always was open to any sound business proposition that promised to increase or improve the means of transacting business in Shanghai, and asked that one of the ticker machines, along with definite, written proposals for their installation and operation be brought to his office. Accordingly one of the machines was delivered at his office, and there, on top of his office bookcase, it rests today.

FAILS TO COME BACK

Mr. Cole said that the representative of the Exchange who first approached him with reference to the installation of the tickers promised to return in a few days with the definite, written proposals that he had requested as preliminary to his consideration of the subject, and that, after waiting several days, he wrote a letter to the Exchange asking why this representative did not return. This letter was not answered, and after a wait of some days he wrote again. In all, Mr. Cole said yesterday, he had written four letters, not a one of which had been answered. Now, he says, he doesn't even know who owns the sample ticker that stands on his book case. Moreover, he doesn't know what to do with it, particularly as it is a trifle too big for a paper weight, and too unsightly for an office ornament.

With this elaborate ticker system installed and under their control the manipulation of the Shanghai markets would have been easy for this Japanese aggregation. Even a delay of three minutes makes a lot of difference. And that, as everybody knows, is the dream of every professional gambler in the world.

About two weeks ago the Italian Consul General wrote a letter to the Secretary of the Exchange, one Shiota, notifying him that the Consulate had been informed by the Italian minister at Peking that no Italian interests were represented in the ownership or directorate of the Exchange, and that it would be required, for that reason, to liquidate its affairs by September 15. Immediately this letter was received at the office of the Exchange the Japanese Consul General was informed, and he, in turn, wrote to the Italian Consulate asking that a delay of one month be granted. This the Italian Consulate refused to consider, with the result that yesterday's order for immediate liquidation was promulgated.

Consul General Di Rossi was in Peking at the time of the filing of the original registration, and did not learn the real nature of the concern's ownership until some time after his return.

The Japanese companies that put up the six million dollars that were thus uselessly squandered, most of it, as one of those interested in the concerned explained, "in driblets," are two in number, and both are said to be Tokio companies. They are: The Chuka Kingin Torihiki Kabushiki Kaisha and The Chuka Kogyo. With them, however, others are understood to have been associated.

The Far Eastern bank is said to have assets of some Tls. 80,000 over its liabilities. The Exchange's paper assets are said to amount to several millions; its losses are estimated at nearly four million dollars, and according to reports there is something like $400,000 remaining in its treasury.

SAILOR HONORED FOR BRAVERY IN HANDLING BOMB

Seaman Hero Of Korean Slayers' Attack Given Medal

Able Seaman Sydney le Marinel, of H.M.S. Carlisle, whose coolheadedness probably prevented loss of a number of lives last Spring when the two Korean assassins opened fire on an arriving crowd at the Customs Jetty and killed Mrs. W. J. Snyder, has been awarded the Meritorious Service Medal, according to announcement in the Naval and Military Recorder.

Seaman le Marinel seized a bomb thrown by one of the Koreans in their attempt on the life of Baron General Tanaka and threw it into the Whangpoo. So modest was he concerning the feat that it was not until some days later that his identity was discovered.

Foreigner Attempts To Commit Suicide

Suffering from a gash on the leg, believed by the police to have been inflicted in an attempt at suicide, a Norwegian named Johanson living in Chapei was brought into the General Hospital. The man was despondent over some unknown trouble. He will recover.

Trusts Family On 25-Ton Yacht In Australian Trip

(French Wireless through Reuter's)

Paris, Sept 8.—An Englishman, accompanied by his wife and a cabinboy, will sail shortly from Southampton for Australia on board a small 25-ton yacht.

Chronic Diarrhoea.

Are you subject to attacks of diarrhoea? Keep absolutely quiet for a few days, rest in bed if possible, be careful of your diet and take Chamberlain's Colic and Diarrhoea Remedy. This medicine has cured cases of chronic diarrhoea that physicians have failed on, and it will cure you.

Sold everywhere

-:- Pet Peeves -:-

Pet Peeves Editor, The China Press

Dear Sir.—Ever since the Europeans started their discoveries and colonisations, they met everywhere races of inferior civilisation. So, way back in the seventies and eighties, the Europeans, on coming to China, regarded the Chinese as an inferior race. That was natural.

For four thousand years, all the countries coming into contact with China from all directions, drew their civilisation from this old teacher. So the Chinese regarded all other races as barbarians and and in this fashion they looked upon the early European traders at Canton. The wordings of the proclamations of Commissioner Ling and of the Imperial Edicts of Chien Lung were also a matter of course.

The demands of opening treaty ports and permission to reside in cities were, to the Europeans, absolutely reasonable because in international courtesies, commercial trade was free and equal among all nations.

The Chinese thought that in granting privileges for the Europeans to trade with Canton was already a great favor as this land was sacred to the Celestial Empire. So they viewed the demands as unreasonable and greedy. Neither was wrong.

A detailed examination and a close study of the history of the international relations of China with the Western Powers is a study of the points of misunderstandings.

Owing to the currency problem, the Chinese think it absolutely reasonable to fix the prices in 'big money.' However, when a foreign lady comes in and when told that the price of her object is 26 cents and she is requested to pay 3 ten-cent pieces, she would bump on the counter. And when you start to explain to her involving the whole course of mathematics, she would simply stamp her feet and quit in burning anger murmuring as she goes, 'The salesman is squeezing.' There are hundreds of such cases on all phases of life and if you do not believe, just watch disinterestedly in our cosmopolitan trams.

No foreign business man can conceive the idea of accepting goods not up to the specified samples or even slightly different in chemical components. But when, in ignoring his dealer's 'face,' he refused a request from the Chinese, the latter would simply go out and advertise among his fellow-countrymen that a 'foreign man' is the most unreasonable being on earth.

So all the controversies, clashes and conflicts between China and the Western Powers in the past and the sufferings of China arising thereof were all caused by the inability of understanding each other. The regrettable fact is that even at the present time, East and West are still two impassable bays. This is my peeve. O! Heavens! How long shall I have it? Yours truly,

D. L.

Shanghai, Sept. 9, 1922.

CHINESE PEDDLERS

Pet Peeves Editor, The China Press

Dear Mr. Editor: Those peeves brought forward in your esteemed paper are all very interesting and amusing, but—well I suppose none of their writers happens to live in Avenue Joffre, round about Avenue du Roi Albert, and they don't know what a real peeve is, one you pay taxes for every month and all months of the year! This real peeve starts early in the morning, about 5:30 a.m. and keeps its business open pretty well up to 9 p.m., a good, long day's work and no gasping spaces between either. It starts in early on a high pitch, so to say to make a good start and be sure to wake you up, long drawn out with a fine thrill on the end. Then it sings out somewhat like a calf that's caught a cold, an as follows closely and until the day is up the earth's menagerie has passed by the window and given a free concept to your nerves, winding up with an inimitable Ooohhh, meaning in the Chinese language hunger, that is for the next day, or for this one you are fed up to the limit. A free concert, alas if it were, but we pay taxes every month and all months of the year to have the benefit of the Chinese peddler's sing song day in day out in the French Concession. Now, is this not a good one for you? I am, dear sir, yours sincerely,

A RESIDENT.

U. S. Senate Orders Cotton Market Probe

(Reuter's Service)

Washington, Sept. 8.—The Senate has authorised an official investigation of the practices employed in marketing cotton. The resolution seeks to determine whether there is interference with the law of supply and demand.

League To Debate Cecil's New Scheme

(Reuter's Service)

Genoa, Sept. 9.—The discussions of the Assembly of the League of Nations are expected largely to center on the far-reaching scheme submitted by Lord Robert Cecil yesterday, involving a mutual defence treaty with a definite reduction of armies and the convocation of a new naval conference including the nations not represented at the Washington Conference.

Interport Team Leaves For Hankow

The Hankow Interport Team left last night by the night train for Hankow. Though not a strong side, a determined one, and we wish them luck. Besides cricket they will also compete against Hankow in tennis and swimming.

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Conveniently located at the center of the downtown district, the A.O.B.C. is always ready to furnish you with a friendly, personal banking service designed to meet completely any of your financial needs.

THE

American-Oriental Banking Corporation

15 Nanking Road

Correspondence

A CHINESE PROTEST

Editor: THE CHINA PRESS

Dear Sir: I have no desire to challenge the methods of the M. W. L. because they have already been severely and justly handled by abler pens than mine, but there is a sentence in "Fair Play for the League's" letter which is not fair play to us—I mean the Chinese.

"Because the members of the League happen to be living in China" is not sufficient reason for them to upset our immemorial customs and interfere with our pleasures—among which is depriving us of our Su Nu which is an institution existing in all our great cities from ages past. How would the foreigners receive our attempts in their own countries to close their cafe chantantes, dancing halls, make their ladies dress less airily and hundreds of other things which are not in accordance with our views

Would they stand quiet and be led by us or would they protest? Because they are living in China are they to ride rough shod all our traditions? They might as well try to close all our temples and banish our priesthood as, naturally, our religion is contrary to the moral views of the Christian members of the Moral Welfare League. The next thing will be our theaters. What else? I am, Yours etc.,

L. S. Woo.

Filature Workers Strike As Employer Increases Hours

Because their employers are alleged to have attempted to increase their hours of work without any increase in pay, about 500 women employed at a silk filature at 5 Markham Road went on strike Friday. The women previously worked from 6 a.m. to 6:15 p.m., it is said and the new hours prescribed were from 5:30 a.m. to 7:30 p.m. An increase of 10 cents per day was offered and the women resumed work Friday night.

Glover's Dog Medicines

Book on "Dog Diseases, their Care and How to Feed" mailed free to any address.

H. Clay Glover Co., Inc.
127 West 26th St., New York, U.S.A.

Muller & Phipps (China) Ltd.
Shanghai

Berlin Reichsbank Has Note Shortage

(Reuter's Service)

Berlin, Sept. 8.—The desperate condition of German newspapers was emphasised by Herr Lensing, the Westphalian representative, speaking today at a meeting of the Reichsrat called to consider measures to assist the press. He mentioned numbers of newspapers which had already ceased to exist and averred that the whole press in Germany would disappear unless the Government took drastic action.

Herr Lensing pointed out that before the war a double wagon of printing paper cost 2,000 marks, but now it cost 84,000 marks. The manufacturers had raised the price although they were reputed to be rolling in money.

Herr Schmidt, Minister of Economics, said that he could not hold out much hope of the introduction of maximum paper prices to alleviate the deplorable situation. The prices of wood must first of all fall but the Federal States were interested in the prices of timber and he suggested that the Federal Governments should be again approached in that connection.

ON THE WAY HOME

The handy pharmacy on the way home can supply your needs in drugs, toilet articles, perfumes, kodaks and supplies.

CALIFORNIA PHARMACY

155 Avenue Joffre. Tel. Central 1805.

LANE, CRAWFORD & Co., Ltd.

PROVISION DEPARTMENT

COLD STORAGE SPECIALITIES

ex

S. S. "EMPRESS OF CANADA"

MELONS,

PLUMS,

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APPLES,

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Tel. C. 263. Tel. W. 286.

NANKING ROAD, SHANGHAI.

ASIA LIFE INSURANCE COMPANY — EVERLASTING AS THE HIMALAYAS — INCORPORATED

A copy of our prospectus will be sent to you on request.

JUST BETWEEN OURSELVES.

(No. 18 of a series)

"As I can invest my money to better advantage, I don't need life insurance."

"YOU are probably right, for results prove that you have exercised good judgment in the past, as you have succeeded in accumulating a substantial estate. No doubt your added experience will enable you to continue to make even greater future profits—that is, *provided* you live and *provided* you have no losses through causes over which you have no control, such as sickness, accident, panics, business depression, low prices, or any one of the many things that bring failure to nineteen out of every twenty men by the time they have reached sixty-five. Life insurance makes the attainment of your plans a certainty, despite even premature death. Can you afford to run the risk of being without it?"

ASIA LIFE INSURANCE COMPANY, INC.

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SHANGHAI

Telephone Central 1861

Authorized Capital: G$500,000

Capital and Surplus paid in: G$150,000

BRANCH OFFICES: CANTON, Victoria Bldg., Shameen; HANKOW, 1 Tungting Road; PEKING, 144 Hatamen St.

Agencies in principal cities throughout China.

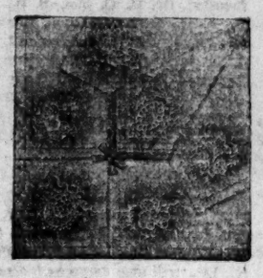
SUPREME VALUE

IS THE POWERFUL KEYNOTE OF THE MOST REMARKABLE SHIPMENTS NOW COMING TO HAND OF AUTUMN FASHION GOODS MARKED AT THE USUAL "WHITEAWAYS" LOW PRICES

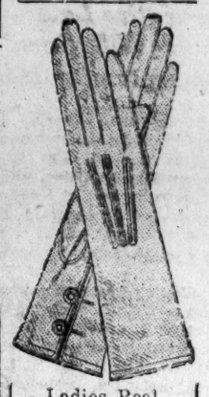
Navy Blue Serge Coat Frock
Trimmed Blk. Ceri Braid.
A very Smart Frock for Afternoon WE AR.
Price **$48.50**

Phoenix Silk Stockings Colors Black, White, Brown, Grey
Size 8 to 9½ inch
Price $2.95 pair

Ladies Swede Fabric Gloves, Gauntlet shape with fringe. Chamois Colors only
Size 6, 6½, 7
Price $4.50 pair



Fine Lawn Handkerchiefs Beautifully Embroided, Assorted 6 Design in Fancy Box
Price $2.95 and $3.50 a Box



Ladies Real Chamois Leather Gloves.
All Sizes
Price $4.25 pair

FALL FABRICS

QUALITY and FASHION

Newest Autumn Materials
NOW SHOWING

TWEEDS in New Heather and Sporting Mixture

WOOL VELOURS in all the new shades

WOOL DUVETYN very fashionable in all colours

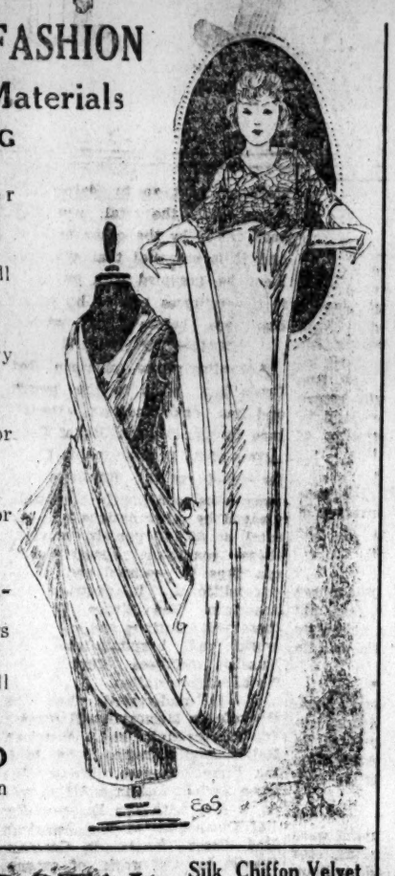
HEAVY VELOUR For Winter Coats

FANCY TWEEDS For Skirts, etc.

SILK CHIFFON VELVETS in Black and all Colors

SILK DUVETYN in all new shades

SILVER AND GOLD Gauze also Heavy Tinsel cloth in all colours.



Just Received Fine
Assortment of Ladies dress girdles, all colors.
Price from
$1.95 to 16.50 each

KNITTING SILKS

Artificial Knitting Silk
Brilliant colors.
Price $4.50 4 oz. Hank.

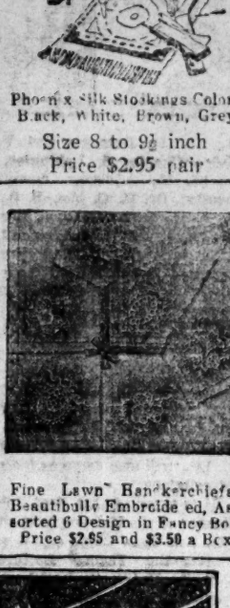
HORN HAIR PINS
Similar to illustration.
Small size
75 cts. dozen
Large size
85 cts. dozen

Nigger Brown
Gabardene costume trimmed military braid. Silk lined throughout.
Price $58.50

Fawn Gabardene Costume
Long Coat, Silk Lined, Trimmed Stitching.
Price **$58.50**

Ladies Long French Kid Gloves, 2 But on Length snap Fastings.
Dark and Light Grey. Size 6 to 7 and Dark and Light Brown.
Price $8.50 pair

New delivery fancy Ribbons, well assorted check and floralside lines, all colors. Width about ½ inch.
Price $1.75 to $3.57



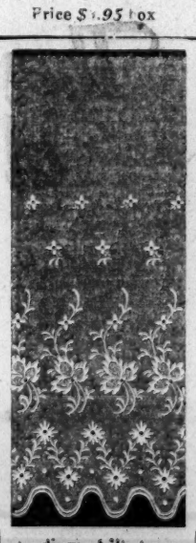
Ladies Pretty Embroidered
Lawn Handkerchiefs. Assorted 6 Designs in Fancy Box
Price $2.95 box

Silk Radium Piece Lace
Handsome all over Design width 36"
Colors Blk, White, Henna, Grey, Apricot, Royol, Tangerine, Saxe, manue Nigger, Peacock New Blue.
Price $8.50 yard

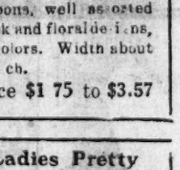
Fawn Gabardene Coat
Frock Half Lined Silk. Smart Tucked Skirt, Black Patent Leather Belt.
Price **$45.50**

Ladies Suede Fabric
Gloves, 2 Button Shape. Colors White, Chamois, Pastel. Price $2.95 pair

Ladies Fancy Silk
Bags. Big Assortment of Colors and Designs
Price $2.95 to $8.50



Radium Silk Lace
Flouncing Exquisite Design Width 36 inch. Colors Black, White, Flame Lemon nigger, navy, Jade.
Price $15.50 yard



Bright Eye Embroidery Cotton Highly Mercerised Brilliant Colors.
Price 45a Ball

Tweeds
In light heather mixtures in 8 different shades
54 inch
Price $3.50 yard

Tweeds
In diagonel homespun effect
54 inch wide
Price 3.95 yard

Wool Velour
In all colours
54 inch
Price $7.50 yard

Wool Duvetyn
A beautiful soft suede finish cloth in all shades
54 inch
Price $9.50

TOOTAL CLOTH
The Guaranteed Velvet Fabric

Tootal Cloth the Uncrushable Velvet
In all colours and black
27 inch $4.50 yard
38 inch Black Only $6.50 yd.

Silk Chiffon Velvet
Black and all the newest shades
38 inch
Price $13.50 yard

Silk Duvetyn
Just arrived in the newest shades
38 inch
Price $13.50 yard

French Satins
Toreador 40 inch $7.50
Satin Green Adine 40 inch $8.50
Oriental 40 inch $9.50
Persamite 40 inch $10.50
BLACK ONLY

Tinsel Gauze
In silver, gold, oxydised old gold
20 inch $6.50

Heavy Wool Velour
In a Beautiful Weight for Coats to go with fur collar in all Shades
56 inch
$10.50 yard

All Wool Broad Cloth
Very Soft Finish in all Colours 54 inch $8.50

French Sedan Cloth
In all the Newest Shades 54 inch Wide
$9.50 yd.

Fashionable Materials for Evemal wear

Tinsel Cloth
In the Newest Colouring Shot Effects Also Gold Silk Velvet 40 inch
$19.50 yard

Hatters Plush
The French Fashionable Silk Hat Plush in all Colours 20 inch
$5.50

French Crepe Remama
This Season's Fashion in Black and all Colours 40 inch Wide
$10.50 yard

Camel Fleece For Coats all Wool
56 inch $6.50 yard

Plaid Viyella In Pleated Designs for Shirts 31 inch $2.95

Viyella
All New Designs 31 inch $1.95 yd

A large Range of Exclusive Designs
In French Brocade, Satins, Embossed Velvets, Brocade Ninons in the Most Gorgeous Designs and Colourings

Ladies Umbrellas
Either straight or crooked handles.
Prices $4.50, 6.50 and 7.50 each

The Moosland Sports Wool
A beautiful soft wool for Jumpers, caps, scarves, etc., in 16 beautiful colors. Price $5.25 L. B.

Ladies Face Veils
Popular square shape, colors black, brown, grey, navy saxe.
Prices $2.75 to $10.50 each

STOCKING SUSPENDERS

Ladies Suspenders
Superior fitting in colors, Pink, Blue, White.
Price $1.00 pair

Black Silk Dress Tassels.
Prices
.65 .95
1.25
1.50 each

Smart Bag Handles
Colors white red, green, amber.
Price
$7.50, 8.50 and 11.50 each

Ladies Swede Fabric Gloves with assorted Black Trimmings
Sizes 6 to 7
Price $2.95 pair

Light Grey Gabardene Costume, Trimmed military braid, short coat, with belt.
Price $58.50

Dainty Candle Shades
assorted colors.
Price from
55 cts. to $1.50 each

Ladies Shetland wool opera vests, Ribbon shoulder straps small Medium Large Size.
Price $3.95. eh.

Children's cream Ribbed ¾ socks.
Size 5. 6. 7. 8. 9.
$0.95 1.10
1.25 1.35
1.45 pair.

Ladies Cream Ribbed Combinations, Medium weight Suitable for Present wear Small and Medium
Price
$4.75 pair

Children's Cream Ribbed Combinations.
Size
2 4 6
$2.25 2.50 2.90
8
3.25 pair

WHITEAWAY, LAIDLAW & COMPANY, LIMITED, SHANGHAI

TERMS CASH

"WAYLOO CORNER"
NANKING ROAD —— SZECHUEN ROAD

NO CREDIT

CHINESE SHOWING APPRECIATION OF S. V. C. SERVICE

Merchants Working To Raise Fund For Chinese Troop

That the good work done by the Shanghai Volunteers is fully appreciated by the Chinese merchants is amply attested to by the enthusiasm shown by them in the work of raising the Tls. 100,000 required for the purchase of land and building for a club house and headquarters for the Chinese Company. Almost all the native business organisations are engaged in the drive, which was organised and is being conducted by the Shanghai General Chamber of Commerce.

The growth of the Chinese Company and the development of its activities are such that the present temporary office on the Broadway is much too small for the requirements. As a token of their appreciation of the excellent services rendered by the volunteers during the various local disturbances the board of directors of the General Chamber of Commerce at its meeting last month unanimously approved the proposal to raise Tls. 100,000 so as to provide the Chinese Company with a permanent headquarters and a club and to make possible a sinking fund for the company's support.

Upon being approached the various business organisations heartily endorsed the idea and a movement was started early last week to begin a campaign. The principal idea of the campaign is to give all the local merchant bodies a chance to show their appreciation. No less than twenty guilds have pledged their support and many of Shanghai's most prominent men, including Mr. Sung Han-chang, of the Bank of China and President of the General Chamber of Commerce; Mr. Fang Jiao-pah, vice-president; Messrs. Kung Tse-ying, Voong Zoong-ching, Yuen Heng-tse, Yu Ya-ching, Chu Pao-san, Zee Jien-lin, S. S. Feng, Zang Yu-shu, Zah Yung-jei, representing the Bankers Association and associations of native bankers, silk merchants, iron merchants, metal merchants, tea merchants, pawnshop owners, silver merchants, etc., are taking an active part.

Meetings have been held by the various guilds and associations, and very strong teams are organised to push the drive, which will close on September 30. With most of the organisations their presidents are captains of the teams with the president of the Chamber as Generalissimo. It is confidently hoped that the amount required will be fully subscribed before the end of the month. In fact two of the leading guilds have already hinted that their contribution will be on the larger side of ten thousand.

SPURIOUS LIQUOR FOUND IN CACHE IN POLICE RAID

Counterfeits Of Well-known Brands Being Made Here By Wholesale

Further indication that spurious liquor is being made in Shanghai by wholesale and is being marketed under counterfeit labels of standard brands came to light yesterday in a raid conducted by police of the International and French Settlements on two unnumbered Chinese houses off Yochow Road.

Sub-Inspector Mackintosh of Wayside with Mr. N. Blumenthal, Shanghai representative for the famous whisky makers, J. Hennessey and Company, made the search and discovered 150 cases of spurious Vermouth in one of the houses, while 44 cases of 'Hongkew' imitation of Hennessey's Three Star Brandy were found. A police guard was then put about the houses pending an order from the Mixed Court for the disposal of the imitation liquor.

Later in the day Municipal police are reported to have raided a house in the Central district and made seizures of dies used for manufacturing fake labels and other evidence to show that the well known brand of brandy had been imitated by wholesale manufactures of fake liquor.

About three weeks ago another raid on Chinese premises resulted in the discovery of fake manufacturers of Johnny Walker whisky and caused the insertion of advertisements in the press warning all buyers of liquor to get the original article. It is now suspected that several other popular brands of liquor are being imitated in Shanghai.

A Good Suggestion.

Try Chamberlain's Tablets when bilious or constipated. You are certain to be much pleased with them. They are easy to take and pleasant in effect.

Sold everywhere

MUTT & JEFF

(Copyright 1922 By H. C. Fisher, Trade Mark Reg. U. S. Pat. Off).

Well, Baseball Is An Uncertain Game

By Bud Fisher

STRANGER, I'LL BET YOU TEN THAT THE YANKS LOSE!
BASE BALL
YANKS
ATHLETICS
INDIANS
TIGERS
JEFF, A NUT DOWN BY THE BULLETIN BOARD WANTS TO BET TEN BUCKS ON THE ATHLETICS AGAINST THE YANKS!
THE POOR FISH! I WISH I WASN'T BROKE!
BUT YOU DON'T NEED TO PUT UP THE MONEY! GO DOWN AND TAKE HIS BET AND STAND THERE WITH HIM UNTIL THE GAME'S OVER AND THEN COLLECT!
FINE! I'LL BET HIM FIFTY!
FUNNY I NEVER THOUGHT OF THAT IDEA BEFORE! TONIGHT WE EAT!
FOR THE LOVE OF MIKE, WHAT HAPPENED TO YOU?
— THE YANKS LOST!

News Brevities

The music department of the American Woman's Club will hold an important meeting at the Carlton on Wednesday, September 13, at 10 o'clock.

* * *

Mr. K. C. Li, of New York, Mr. P. Keelan of Los Angeles, Mr. Fred T. Woolborton of New York, Mr. D. C. Smith of Seattle and Dr. A. L. Ceasar of New York are registered at the Kalee.

* * *

The Shanghai Nanking telephone line is expected to be completed in about three months, according to the Chinese press.

* * *

Mr. H. G. Simms, Chairman of the Municipal Council, returned on the s.s. Tingsang from Tsingtau where he has been on a short holiday. Mrs. Simms and family are still at Tsingtau.

* * *

Mr. N. Klein and Mr. J. Bochner, both of Antwerp, Holland, are registered at the Astor House.

* * *

Mr. and Mrs. H. Dudley Law announce the birth of a son on September 8 at 604 Avenue Joffre.

* * *

The Southwestern division of the American Woman's Club Country Fair has a display of dolls in The Chocolate Shop window calling attention to the sale of California raisins of all kinds. Just now the women fund-gatherers are selling extra fancy table raisins in 5 pound boxes for $4.

* * *

Mr. Alexander Hume Ford, director of the Pan-Pacific Union, left for Hongkong and Manila on Friday on the President Cleveland. Mr. Ford will visit Canton to interest the local Chinese in attending the Pan-Pacific Commercial Conference. During his stay here, he was the guest of Mr. H. B. Campbell, 109 Rue Massenet. Mr. Ford will return to Shanghai by the Cleveland in time for the annual meeting of the Pan-Pacific Association.

* * *

Mrs. J. J. Brenneman has been chosen as the respresentative of the Community Church on the Moral Welfare Committee.

* * *

St. John's University announces a record enrollment this year, 340 being registered in the collegiate department and 250 in the middle school.

* * *

Mr. Yang Tcheng, former Commissioner for Foreign Affairs in Shanghai has been appointed as China's delegate to the convention of Red Cross Societies to be held in Siam.

* * *

Mr. and Mrs. C. R. Burkill were among passengers leaving for Vancouver by the Canadian Pacific liner Empress of Asia yesterday.

* * *

Mr. E. S. Wilkinson returned to Shanghai on the Empress of Canada

* * *

Mr. A. E. Toeg was among arrivals on the Empress of Canada

* * *

The Woman's Auxiliary of the Community Church will meet at the Navy Y.M.C.A., 6 Avenue Edward VII, at 3 p.m. tomorrow.

RED CROSS WILL HELP RUSSIANS OUT OF TURKEY

Nearly 300,000 Aided With Some G. $6,000,000 In Food And Supplies

The Executive Committee of the American Red Cross has made provision for the evacuation of the remaining dependent Russian refugees in Constantinople, according to word received from Washington by the China Central Committee of the American Red Cross here. It is hoped that the work can be completed by November 1. The handling of the situation is in the hands of the Constantinople Chapter of the American Red Cross, the National organisation supplying the necessary funds.

The total number of Russian refugees who went to Constantinople was approximately 300,000, including Wrangel's army. The American Red Cross declined to assist Wrangel's army so long as it was held together under military discipline and readiness for operations in the field again.

What the American Red Cross has done is to furnish clothing, food supplies, medical and hospital supplies, etc., to civilians among these refugees to the value of G. $5,533,931.57; and it spent, in cash, in the Constantinople area, G. $1,052,097.09 previous to October 1, 1921.

FUNDS FROM AMERICA

Since then the American Red Cross work in Constantinople has all been done through the local American Red Cross Chapter there, the funds being furnished from Washington. A local committee, including American Red Cross representatives, has raised the money for feeding those who were not self-supporting; and the American Red Cross Chapter has done the general relief and hospitalisation work and has furnished transportation to thousands of refugees to points where they are now self-sustaining, till the number of dependents has been reduced to less than 25,000.

Recently the British Government offered 10,000 pounds sterling to the League of Nations—the League alone can secure passports for refugees—to complete the evacuation of Russian refugee from Constantinople, provided other nations in the League would contribute 20,000 pounds sterling; but up to date only about half the total sum has been raised by the other nations, and it is essential that the problem be grappled with promptly if the refugees are to be setled elsewhere before next winter.

COMES TO RESCUE

Accordingly the American Red Cross has come to the rescue and has authorised an expenditure by the Disaster Relief Committee of its Constantinople Chapter equal to the difference between the contributions already pledged by other nations and the total of 30,000 pounds, provided these conditional contributions can thus be secured and made unconditional. In addition, the American Red Cross Chapter there will continue general relief work and hospitalisation for Russian refugees during the period of evacuation.

It is understood that the Rockefeller Memorial will furnish funds, through the American Relief Administration, for feeding these refugees during the same period, and in addition will co-operate with the Disaster Relief Committee of the American Red Cross Chapter in Constantinople in the work of evacuation.

DON'T BE A WALLFLOWER

BEGIN AT ONCE AND BE READY FOR THE DANCING SEASON.

All the latest dances taught quickly and correctly. Apply to Box 33, THE CHINA PRESS, or Tel. West 937.

THE EAGLE DRUG COMPANY, INC.

P527 NANKING ROAD PHONE C. 7097

PURE DRUGS PROMPT SERVICE

Cold Cream that cleans the pores—lotions that clean the skin—ointments that clean up skin diseases—soaps to wash with—everything in fact for clean-up toilet requirements. Where we specialize in toilet goods we naturally have everything that you would want and it pays to come here first because you avoid disappointment—you get what you want and at the same time you save money.

toilets'n everything in CLEAN-LIPS

Obituary

MR. V. T. PAO

Funeral services for the late Mr. V. T. Pao, for 18 years superintendent of the Commercial Press, who died of heartfailure at his residence on Friday, will take place at the Chapel Presbyterian Church Cemetery this afternoon. The cortege will leave the residence at Pao Hsin Lee, Paoshan Road, at 3 o'clock.

Mr. Pao came originally from Ningpo and contributed much to the success and progress of the Commercial Press by his untiring efforts for the last 18 years. He handled all the complicated questions concerning labor and since the press employs 2,500 workmen regularly, his task was of a very complicated nature.

Mr. Pao was 62 years and was in the best of health until last Saturday when he complained of his physical condition. The stroke came suddenly on Friday after much strenuous work. He is survived by the widow and three sons and one daughter. The elder son is on the employment of the Commercial, while the others are in school.

MOUTRIE PIANOS

"MOUTRIE" is synonomous with something apart from the ordinary, and means dependability, and your purchase guaranteed.

Is there a port in China without a MOUTRIE PIANO??

There is a reason for it, obviously THE BEST in China.

S. Moutrie & Co., Ltd.

TANSAN

SOLE IMPORTERS

FRAZAR & Co.,

1-B JINKEE ROAD

Orders will be promptly dealt with.

Tel. Cent. 98

Comparative Law School Will Open On September 14th

Registration and entrance examinations marking the opening of the eighth year of The Comparative Law School of China, which is the law department of Soochow University, are scheduled for September 12 and 13. Class work will start on Thursday, September 14.

The following Shanghai lawyers will serve as instructors during the fall term: H. S. Foo, LL. B., Insurance and Personal Property; L. W. Hartigan, A. B., LL. B., Law of Trusts; Roland S. Haskell, LL. B., Criminal Law; Dr. S. M. Ho, J. D., Private Corporations; Dr. P. H. Lo, M. A., J. D., Law of Evidence; Judge N. E. Lurton, A. B., LL. B., Damages and Torts; Judge Charles S. Lobingier, Ph. D., LL. M., advisory member of faculty; Dr. H. C. Mei, B. S., LL. B., J. D., Contracts and Domestic Relations; Dr. D. S. Chen, LL. B., J. D., Jurisprudence, Bailments and Carriers, Constitutional Law and International Law; W. W. Blume, A. B., LL. B., Dean, Roman Law, Case Study, Real Property, Pleading and Legal Ethics.

Dr. A. W. Swan, M. D., will serve as special instructor in Medical Jurisprudence, and Dr. R. Y. Lo, Ph. D., as special instructor in Comparative Religions. Margaret Blume, B. Lit., will also serve as instructor of religions.

It is expected that Prof. John W. Garner of the University of Illinois, who will be in China on his way to deliver the Tagore Lectures at Calcutta University, will deliver some lectures on International Law.

Enrolments so far indicate that there will be some fifty students in the first year class.

Hsieh Yuan-han No Going To Nanchang

(Reuter's Pacific Service)

Peking, Sept. 9.—Mr. Hsieh Yuan-han, who is at present a Chianfu, Kiangsi, has informed the Government that he has no intention of proceeding to Nanchang to assume the Civil Governorship.

It is thought, however, that Mr. Chu Nien-tsu, who last night was appointed Education Commissioner for Kiangsi, will be able to mediate between Mr. Hsieh and General Tsai Chenghsun, Tupan of Kiangsi, as he is personally friendly with both.

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(Continued from Page 1)

of them did me good, promising as it did the ultimate success of the Gospel in their midst. Only a year ago had they come in for Bible study and now their faith was established beyond all fear of retrogression.

This time, by request, I had the magic lantern with me. For two evenings most appreciative audiences came to see the pictures of foreign countries, foreign life and of the Life of Christ. It is hard to describe the effect of such new scenes on a primitive people to whom each in itself was a revelation. Naturally they listened eagerly to all we said. At the end threw on a number of Ch'iang and Chinese views which they applauded uproariously.

At Weichow the interest and enthusiasm was repeated. But our best meeting was in the church on Sunday forenoon. There is here an empty outstation, with an empty church and even no local evangelist. The fact that we had come brought out many to listen. After the sermon I asked four of the new Ch'iang converts to come to the front and tell why they had become Christians. I knew that would test them. But they stood it well. Unfalteringly, in turn, they testified to the truth as they found it in Christ and urged their own people to turn to Him. Several at once openly signified their determination to do so, including a bright young Chinese merchant.

In the afternoon we climbed 2,000 feet to a Ch'iang village where heretofor Mr. Chen and Mr. Ko had been welcomed. We sat on their flat roofs and spoke to the people for a long time. Our hope is to get one of the young men from this place to come to Chengtu for Bible study when afterwards he could teach his own kith and kin.

SACRIFICIAL SYSTEM

Next day we continued our journey Northwards. As we went I kept prosecuting inquiries as to their religious customs. We would stop tea in the villages, preach to those who came around, give medicine to their sick and learn all we could about the neighborhood. Many of these talks from the missionary's standpoint were delightful, for we found again and again that we could get more gospel into the Ch'iang in five minutes than we could get into the Chinese in a week. With their system of sacrifices resembling so closely those of our Old Testament they have a foundation on which to build; whereas the Chinese in this respect are entirely deficient. To tell a Ch'iang that Christ was the Lamb of God to take away the sin of the world is to tell him what he can understand at once but the same truth to a Chinese bewilders him. He knows nothing of sacrifice, nothing of a Holy God with an abhorrence of sin and consequently has no realisation of his need of cleansing. The Ch'iang on the other hand speak of God, as the Spirit of Heaven and the Father—Spirit Their religion is called the White Religion—white meaning righteous; and the worshippers go to their sacrifices clad in white, i. e. seeking righteousness.

In the immediate vicinity of Mongchow to the Southeast live a half-caste Chino-Ch'iang people who only observe one sacrificial festival in the year. Their religion is a mixture of White religion and idolatry. They call themselves Chinese and repudiate the notion that they have any relationship with the Ch'iang. Their faces, customs and their yearly sacrifice however, belie them. The villages along the bottom of the Min valley, of course, are inhabited by Chinese and these half-castes. Even where idolatry is the accepted rule one will often see idols smeared with blood and feathers thus showing that the sacrificial idea has not been entirely shaken off. On the face of a cliff I saw an idol labelled with the double name of 'Shan-Shen T'u-Ti' or the God of the mountains and the Earth-god, thus combining one of the Ch'iang names for God and the name of the Chinese farmers deity.

FEMALE CHIEFTAIN

Outside the North gate lives a female Chief or "T'u-Sze" of the Ch'iang. She rules over the Ch'iang in the Weimen Kuan valley. There are several other chiefs but they are all men and live each in his own district.

One thing that surprised me at Mongchow is that locally, though admittedly Ch'iang, they are not called by this name. The Chinese term them Ri-Ih-Tsze. It means, they say, the second or lesser barbarians and is intended as a name of contempt. The Ch'iang detest it.

North of Mongchow they observe the orthodox three festivals in the year, their houses show the White Stone symbol of the Divine Holiness and their ritual corresponds closely to that at Weichou and Lifan. Their priests still don a multi-colored robe in the sacred grove, a practice which the priests further south have discontinued.

As regards the Ch'iang language it is hopelessly divided into dialects; there are at least seven. The villages on one side of the river speak differently to those on the other and those on the Northern slope of a mountain only understand half of what those on the Southern side say.

At T'ieh ch'i, two days North of Mongchow, I found they have super-imposed gables over their flat roofs or adopted out and out the gable roof.

But the strangest innovation of all came beyond Tiehch'i where the Sifan race appears. At their sacrifice. I was told, they will call a Sifan Lama to act the art of priest for them. I was certainly not prepared to hear this. And some of them even call themselves Sifan, preferring this to the hated name of Ri-Ih-Tsze.

The exact Northern boundary of the Ch'iang we found hard to determine, they seem to mix so much with the Sifan there that the two races comingle like the waters of two rivers when they meet. At Yuinchin three days above Mongchow there seem to be more Sifan than Ch'iang and after Chenkiangkuan a day further on I was told the people on the mountains were all Sifan. I fully expected to find settlements of Ch'iang, here and there, in the Songpan district as in former days but no one knew them by that name and I was not long enough in the region to find out for myself. I heard, however, of a tribe with similar characteristics who lived to the West of Kansu.

With Songpan itself we were delighted. Its climate in the summer time is certainly delectable. It felt like home. The temperature in the morning was not much above forty degrees Fahrenheit: in the afternoon it hovered near seventy.

The city lies in an open valley. Its height above sea level is 9,500 feet. At the West gate it is 900 feet higher.

MOSLEMS PREDOMINATE

There are two Mohammedans within the walls for every Chinese. The country population is almost all Sifan. The Sifan are of Tibetan stock, talk a dialect of Tibetan, and are adherents of Lamaism.

Those we met were a jolly, good natured, sleek-looking lot. Dirty—all Tibetans are—they never bathe, merely grease their bodies with butter. Their faces they wash with buttered tea. They wear garments of coarse woolen cloth and sheep skin. The women's head dress is the prominent feature in their attire. Young and old wear a circlet of large resin and silver ornaments which are often very brilliant. Some of the younger ones looked very handsome, even rivalling their Chinese sisters in the cleanness of their faces and far surpassing them in the naturalness of their general deportment.

Sifan milkmen and milkwomen enter the city every morning early with their milk buckets selling this prized food at twenty-five cash per cup. Fresh butter I bought at five hundred and sixty cash (25 cents mex.) per catty.

THIBETANS 'COOKED,' 'RAW'

On the streets we met Tibetans "cooked" and "raw." "Cooked" Tibetans are those who are supposd to live under Chinese jurisdiction; the "Raw" ones are those who are independent. They come in which long trains of yak carrying wool and skins, taking back tea and other goods the Chinese have to exchange. About two million catties of tea pass through Songpan every year.

We were shown the greatest kindness by all classes of citizens. A Mohammedan merchant prince invited us to tea and sweetments; a Sifan Chief made himself as agreeable as any Westerner; a district headman could not understand why I refused the dram he so urgently offered me; a Lama gave us the most pressing invitation to visit him at his lamasery, a bilingual Chinese freely took us around interpreting for us whenever we wanted; anybody and everybody were at our service. All realised we were missionaries—were there with the Book and its Message—we bore nothing but good will to all, the Gospels that were sold, the tracts we distributed broad-cast, the medicine we gave away freely, they appreciated to the full and gave back in full measure any kindness shown them.

I was greatly impressed with the opening for missionary work in the district. It seemed sad beyond words to think that no Society was working here. The C. I. M., twenty-five years ago had two men in the city for a time, then left it for the C. M. S., who so far have not been able to send a missionary or Chinese assistant to reside in the place. It is a grand field for a couple of young men willing to learn Sifan in addition to Chinese and more than time that some strong Society sent them.

Wheat, barley and potatoes form the main crop. Among the wheat we saw much wild oats growing and an odd stalk of mustard. Women and boys were everywhere busy uprooting these pests.

Wild red strawberries grew in abundance. Along the roadside we found gooseberries, brambles, black and red currants. One of the thistles was the same as a home species and another so resembled the Scotch variety that it would have deceived any but the elect. The flora in general is very nearly related to that of Northern Europe and the British Isles.

OTHER TRIBES FOUND

We also saw members of other tribes. I was specially gratified to meet one or two Bo-lo-tsze tribesmen. I had long heard of them and wondered who they were. It seems they are a half-caste race. A Chinese general named Su Ta near the beginning of the Ming dynasty brought north a number of Lolo carriers, presumably captives. Instead of returning they settled in the mountains South-west of Songpan, marrying native women, their descendants being now the wild thieving fraternity known by this name. Such, at least, is their history as related to me.

A number of men from the independent Rong states attracted our attention. I'll long remember the feverish eagerness they showed in grasping the Tibetan Gospels we offered them. In all my twenty-five years' experience in China I never witnessed such zeal and such thankfulness when they found the books in their hands. Their faces literally shone with joy. One dashed the copies into his bosom as if some one might snatch away from him the coveted volumes. Another made haste to inform his companions further down the street that they too might secure such literary treasure. A third, the oldest in the party, a Lama in appearance bowed time and again to signify his gratitude. He only knew an odd word of Chinese and this was his one method of showing me his extreme pleasure. His brown eyes

(Continued on Page 8)

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APPLY TO BOX.....THE CHINA PRESS

Blazing The Gospel Trail In Back Blocks Of China Among Pagan Aborigines

(Continued from Page 6)

haunt me yet. The pathos in them nearly brought the tears into my own, for there must be many thousands such as he, hungering for the Word of Life.

I was sorry I had only the four gospels to give them, and not Acts and Romans as well. This is a lack the Bible Sccieties ought to remedy very soon.

EIGHT DIVISIONS

On our Western borderland we have these various peoples:

1 the Ch'iang; 2 the Sifan; 3 the Hehshui people; 4 the Bolotsze; 5 the Goloks; 6 the Rong; 7 the Lolos; 8 An unclassified tribe.

The first live in the Wenchuan, Weichow, Lifan and Mongchow districts, also to the South of Songpan. The second are found in the Songpan, Longan and Tachienlu districts, etc. The third occupy the territory drained by the Blackwater River N. W. of Mongchow and S. W. of Songpan. The fourth are sandwiched in between the Sifan and Hehshui people. The fifth live to the West of the Hehshui region. No European has as yet penetrated the interior of their country. The sixth cover hundreds of square miles South of the Goloks, and lie West of Lifan, their lands stretching down the valley of the Yalung River to Hokow near Tachienlu. They are a great people, were once monotheists like the Ch'iang but have been swamped by Lamaism. They use the Tibetan script.

The seventh live South of Yachow in the Kienchang country, are a very tall race, unconquerable by the Chinese on whom they are continually raiding. They are Monotheists like the Ch'iang.

The eighth are a disappearing race whose identity is known only to the writer. But more investigation is needed before either their name or location is stated.

GET RUSSIAN RIFLES

We returned from Songpan by the same route. Reaching Mongchow we found we had missed by two days Messrs. Lee, Taylor and Donithorne who had gone West to try and enter the Hehshui country. But they failed in their attempt. This tribe managed to barter opium in Kansu for Russian rifles and having over a thousand of these modern weapons have been plundering and terrorising their neighbors in all directions.

Similarly Chinese officers in Szechuen some time ago exchanged rifles for opium with the Lolos. The result this year has been a big increase in their brigandage. No less than 1,700 Chinese have been slain or captured recently. These are distinctive sidelights on opium increase. The province is again sodden with it and the present military chiefs are entirely to blame.

Back at Weichow we halted one day and then turned up the Fu River valley to preach in a number of Ch'iang 'forts' or villages.

The contrast between the reception given us at the 'forts' where there was no Christian and the 'forts' where there were, illustrated in a remarkable degree he power of Christianity. At the former the people stood coldly aloof. Our every movement was suspicious. They would watch us from the housetops and never a soul invite us up. If, later, one or two thawed out in manner it was out of curiosity or because they found we could interest them. But where there was a Christian or the influence of Mr. Chen or Mr. Ko the two evangelists had told, we were welcomed and feted and feasted wholesale. The very coolies with us shared their liberality. Is Bible work a success? Can it win the people? The most sceptical would have been convinced affirmatively, once for all. Here were its results Christian men and women lavishly giving of their best to the men who brought them the Book and its Message.

TRUTH GRIPPED HIM

One man came to me with the query: did Christ die as the Sacrifice for our sins? I knew like a flash that the truth had gripped him. There is no need for me to say with what joy I answered his question. Such moments in a missionary's life constitute his supreme reward. It is then that the joy of the angels in Heaven and his are one.

At one fort I was interested in a very old priest's role and head dress they showed me. I probably could have bought these but deemed it wiser to do so later through the agency of the evangelists. I was able to get a robe at another place later.

We went on up the T'o to Lifan. I wanted to see Mr. Yang again, the Ch'iang chief there. He happened to be in his town house on our arrival and some of his domestics noticed us riding in. We had hardly got seated in our quarters when his eldest son came asking which of the two of us was Mr. Torrance. It was the father and younger brother I had met before and he did not know me unless by name. He enumerated the books I had sent them etc. and was soon at his ease. The next forenoon I spent with them our tongues going all the time. The following day Mr. Yang came and took me out sight seeing. On my part I plied him well with questions, finding him a perfect walking encyclopaedia of information on every thing relating to the aboriginal people on the border. Re Christianity, he was sympathetic, apparently interested but quite unawakened. The inner vision as yet had not come to him. He was like many at home. I urged him to begin to pray, telling him he could get no spiritual benefit until he sought it in this way. We held three meetings in the town, two being very largely attended.

CARAVAN CROSS ROADS

The highway Westwards through Lifan marks the main route into the Independent Rong States. A half-way mart is at Matang, a village occupied by half-caste traders, five days' journey beyond. It is an important exchange center for the tribes and a cross roads for caravans.

Mr. Yang told me that the White Stone was found on the Rong houses many days into the West—a very visible proof that they were originally of one religion with the Ch'iang. Some time I may find time to travel the road myself, this time we now turned our paces homewards.

On the way the coolies ran into some highwaymen armed with rifles, probably local soldiers or militia with their uniforms discarded for the occasion. But on hearing they carried missionaries' goods they told them to go on. We ourselves had taken the low shore road at that point and missed meeting them.

SHOT FOR 10-CENT THEFT

Further on I saw a man lying on the village green with two bullet wounds in his chest. We imagined he had been a robber. A mile or two beyond I saw a second man lying dead. I then inquired the reason and was told the two men were companions who had been caught taking cucumbers from a farmer's field. They were starving probably for their clothes showed extreme poverty. The two were lodged in jail. One escaped, was captured and shot. The other was so severely beaten that he limped away only to die. The most they took would be ten cents worth.

PAY FOR FAIR WEATHER

Heavy showers met us on the path back. We were away thirty-one days and only had two days' rain. What otherwise fell came during the night or on an occasional forenoon or afternoon. Now a deluge pelted us, as if to pay us out for the exceptionaly fine weather we had.

The one drawback in our experiences was the insect pest. Flies by day and fleas by night! The latter were cruel. At night scught out lofts and temples to get rid of them. Once we slept on the very house top and then did not altogether escape.

We returned very pleased over the results of our journey. I was gratified above all else at the success and prospects of our work among the Ch'iang. There are one or more Christians in six or seven different forts. Quite a number besides are interested. They only need more teaching. And this is due to our American Bible Society men. No other one is as yet doing anything for this marvellous people. I wish we could do something for the multitudes of the unreached Rong. It is sad to think of all these States without a missionary, native or foreign. We are at least sending them Gospels now and again though few compared to the need.

The evangelists plan to send me eight Ch'iang men this next winter for Bible study. They pled for ten but I thought this was all I could accommodate. In addition we hope to see four boys come down to a Christian school in Chengtu. Mr. Yang himself may pay me a visit It would be grand to see those mountain sides dotted with churches where for milleniums they have maintained their wonderful sacrifices, and to this end we are ready to do what we can.

Typhoon, Not Harvey, Violated Traffic Law

Charged with having parked his car in a forbidden area, Mr. J. E. Harvey called into evidence the typhoon that swept over Shanghai on August 21 in the court of U. S. Commissioner N. E. Lurton yesterday and in a measure through the testimony of witnesses for the prosecution he convinced Commissioner Lurton that the high wind of the storm had moved the car from the place he had left it near the Palace Hotel. The charges were dismissed on this showing.

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United States Court For China

September 11, 1922, 3:00 p.m.

Cause No. 1829, Chen Van Chee v. Wilkins Bros. & Co. Inc.; motion for judgment by default. Davies & Bryan; Rodger & Haskell.

Cause No. 1840. Zao Pa Chuen v. Sino-American Stock and Produce Exchange, Inc.; motion for hearing intervention.

E. Brault; Rodger & Haskell; Fessenden & Holcomb.

Cause No. 1735, Ying v. Greenstone; motion to set. Schuhl & Schoenfeld; Rodger & Haskell.

Cause No. 1686, In re Receivership of Stewart-Crane Co. Inc.; motion for allowance of preferred claim. Williams, Franklin & Faison.

Cause No. 1379, Chinese-American Bank of Commerce v. Reids Ltd. Inc., motion to set. Fessenden & Holcomb; Rodger & Haskell; Davis & Brayan.

Cause No. 1670, Swinehart v. Swinehart et al; motion to hear testimony out of order. Williams, Franklin & Faison; Schuhl & Schoenfeld.

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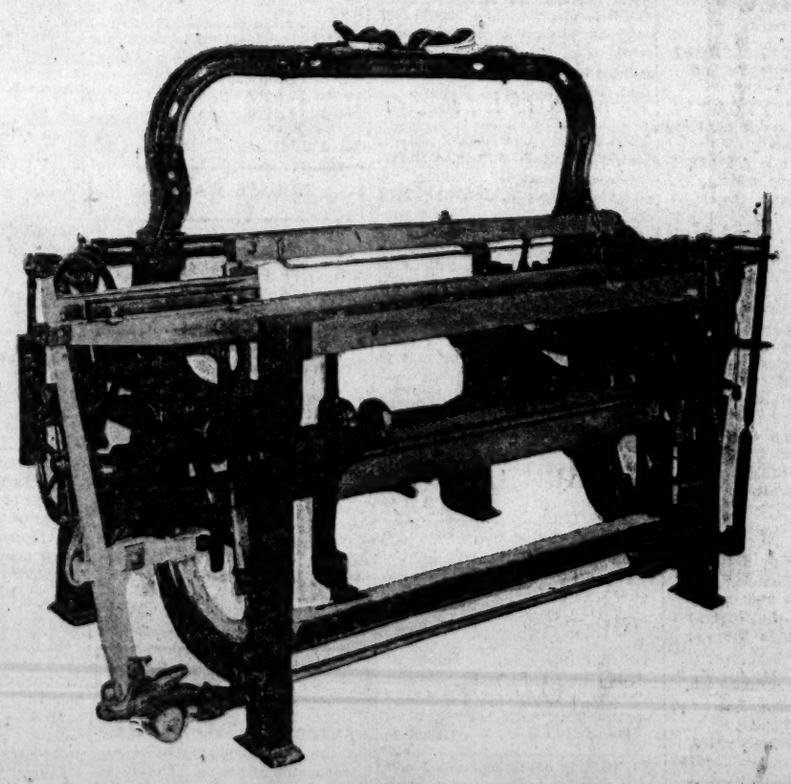

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Bruce Hopper Takes Us Through "China's Back Door"

By Bruce Hopper

XXV

Lukou,
May 11.

WE are bunked next to a pigsty! Ye gods of sweet odors, why is a Chinese pig? But this was the only vacant space in this town, full of caravans and refugees from the Lolos, big enough to pitch our two cots.

This is the beginning of the free-for-all land of caravan spoilers. Today's march began in a drizzling rain, the opening gun of the monsoon. Perhaps it is just a mild warning.

We find the trail crowded for the first time since entering China. Numerous mule trains clutter up the landscape, all going North. Today we were sandwiched between two caravans bearing discs of copper from Huli Chou.

Signs of devastation by the Lolos begin to appear, bearing out with grim testimony the alarm stories we heard of ghastly killings. Whole villages lie in ruins with a few returned natives trying to piece together remnants of what was once their homes. They tell of the terrible horsemen who ride with the wind, coming down like a storm of wrath from the mountains. There is a series of war whoops outside the stockade. The villagers rush to the blockhouses, and man the gates with spears and buckets of boiling water. They are driven down by fire. The gates are burst in. And handsome barbarians of wonderous physique sack the town.

On these raids all the portable valuables are loaded on mules, and the Lolos disappear in the same fury in which they came. But their ranks are swelled, for they take with them the fattest and most succulent of the Chinese captives to increase the number of slaves in the Land of the Great Cold Mountains. Chinese slaves are especially valuable to the Lolos for their knowledge of poppy culture. It is said that an expert poppy-scarifier gets along well with the Lolo chief, and is granted many favors, for a slave.

THE CIRCLE VICIOUS

The pernicious element of such ordering of things is that the circle is as endless as the picture of a dog biting his own tail. Through their Chinese slaves the Lolos store up immense supplies of opium. With the opium they corrupt the Chinese armies sent to punish them, exchanging the drug for rifles and munitions. The provincial government pays for the rifles which war on the caravans and kill civilian and military population. Which is a situation peculiarly Chinese.

The Lolos are tribespeople who originally formed the nucleus of an empire in Yunnan. They were driven to this mountain fastness in the 18th century. They call themselves the No-su, and resent the name Lolo, which is Mandarin for wild people. Their exact knot in the general ethnic obscurity of Western China is a puzzle that still awaits the unravelling hand of the scholar. The priests at Ningyuanfu told us the Lolo tribal life centers around a sacred mountain which they call Chonolevo, supposed to be Southwest of Mt. Omei on the Min river.

Whatever their origin the Independent Lolos continue to be a thorn in the side of China. Their mountain stronghold is divided among tribes, of which the chiefs inter-marry with a pride of blood that suggests the ancient marriages of Egyptian royalties. A kind of feudal system prevails. The nobles are called "Black Bones." The retainers or vessels are "White Bones." And the captive Chinese, Shans and other tribespeople who till the fields, as distinct from bearing arms, are the slaves, or "Wa Tzu."

Today we came through a deep road cut, guarded by soldiers. Yesterday in that cut two mafoos were killed by Lolos, and the caravan driven off to the mountains. It is hardly likely the Lolos will hit that trap again for several days. These noble savages have been known to attack a detail on guard by stealth, choke their alarm signal with spear thrusts, and make off with the rifles before the main detachment, a few yards away, is aware. They are as tricky in harrassing the military as the treacherous Pathans of the Northwest border in India.

CHUNG REACTS

It is curious to observe Chung's psychology now. The mafoos and villagers point out certain spots where this caravan was pillaged, that captain killed, or such and such a Lolo chief crucified near the scene of his crimes. Sometimes the story is just that a band of horsemen on ponies of incredible swiftness dashed out of a defile, surrounded a caravan, of which nothing more is heard. The mules, cargo and mafoos disappear into the mists of Lololand from which there seems to be no return.

When Chung repeats these wonder tales, his hair oddly standing on end and his stolid nature on the verge of a breathless panic, we pooh-pooh and talk brave words. Under the stimulus of such unheard-of bravery Chung immediately stiffens the morale. He gives fresh orders to Lo-Ma the cook, and sasses the chief mafoo. And he asserts vehemently that the Lolos are greatly over-rated.

Personally we have considerable respect for the Lolos. We have no desire to test the extent of their alleged ferocity. Their territory is closed, and it will stay forever closed if they wait for us to open it. Every one who has ventured in without permission has paid the penalty. In 1908 Lt. Brooks, a young English explorer, resolved to cross the upper neck of the Tung River region. He was well into Lololand when a delegation of natives visited his solitary camp, and asked to see his rifle. He replied by loading the magazine. He killed twelve Lolos. Some months later the head of the unfortunate man arrived at Huli Chou, and the body at Chiao Chia Ting, each about two hundred miles from the scene of the tragedy.

Phew! Why is a pig, anyway! We have incense sticks burning in each corner and under the cots. All the perfumes of Arabic, and yards of French honeysuckle, would not wash the air of this thousand-year old filth!

THE PESKY WONK

Yet we cannot camp in the open tonight. Our stores would be robbed. And then, too, camping out is an endless contention with the wonks. They sit in a vicious circle around our cots, waiting for us to bat an eye. They salvage the cook basket. It is comical to see a wonk steal a can of milk, and spend the rest of the night trying to open it. And so they sit and yowl at the moon, their venomous fangs flashing back the light of the fire, and their green eyes gleaming with cowardly hate. It gives one a queer feeling of fear to awaken to the sight of green eyes staring at him from a distance of two feet. We wish we had some kind of an acid gun to kill them in droves. They rank with flies and pigs as the principal pests of the vagabond caravaning through China.

We are now marching on a no-halt schedule, from 6 a.m. to 2 p.m. Marching eight hours a day, day after day, without halting for refreshment of any kind, seems somewhat of a hardship. Yet the human machine is very durable when put to the test. We have only two meals, at 5:30 in the morning, and 3 in the afternoon. But we have been biting deep into our reserve strength, and are not so spry as we were a few weeks ago. The heat is terrific, making us trail-weary about noon. It is only eleven days more to Yachou, granted we get over the Lolo pass and through the advance flurries of the monsoon. Then we will "sit" the river 2,000 miles to Shanghai.

The river we have been following is called the Anning Ho, a tributary of the Yalung which joins the Yangtsze at Santuitsu. The valley has narrowed to a gorge. We wondered what made the river such a rich brown color, as the overflow from the rice paddies seemed insufficient to discolor the stream. Here we find the source of mud to be the Lolo highland, which drains into the right fork. The main stream of the Anning Ho is clear above the fork. The branch we follow tomorrow is dirty red, and of the consistency of syrup.

BEFORE THE BATTLE

Tang Hsien Ying,
Night, May 12.

Here we are in shelter at last. This is a little fortified town, snug against the mountain wall. It is important as the caravanserai where the mule trains assemble to be escorted over the Lolo pass every third day in every ten days of the moon.

We bucked a head wind all day, an icy zephyr straight from the storm caps of the mountains. The clouds swept down in solid formation, so that for most of the day we could not see our lead mule. The chill made our clothes clammy and uncomfortable. We wondered for a time just why we ever left home. And when we arrived in this military post half dead from fatigue and hunger, we had to spend an hour searching for shelter. The place is packed to the eaves with caravans and travelers going North in the race with the monsoon. Our usual bribe of three cans of milk worked the usual miracle.

Some of these caravans have been waiting for three days. This place might well be called the spring board for the jump over the pass. There is a sort of "before-the-battle" expectancy in the air. Everybody is girding up his loins to go over the top with the rush. Wild stories are brought to us by the cooks, the mafoos, and visiting Chinese travelers, who seem to like our cigarettes. Along with the road gossip there is much chaff exchanged, but all tremble at the sound of the word Lolo.

THE LOLO APPEARS

Today we saw Lolos. They were not the outlaws, but supposedly friendly Lolos who are allowed to come to Chinese markets. They are immense fellows, with facial markings like American Indians. The men wear black goat-hair capes, and dark turbans. Some decorate their foreheads with artificial horns of goat-hair, calculated to enhance their diabolic appearance. They really look like humorous playfellows.

The Lolo women wear skirts of the bargain counter variety. Their feet are not bound, but bare. Massive ornaments hang from their ears. Their turbans are kept bulged, when in proper mode, by false braids of goat hair. Some of the young women, presumably of the nobility, are good looking in a dirty, scaly, uncompromisingly savage sort of way.

Flash almost precipitated a young war of our own today by taking pictures of the Lolo women, draped around the village streets in various postures of unrest. His stunt was to walk behind a Chinese soldier until within range, then step into the open and boldly snap the highland maids. Some of the Chinese must have told the Lolo chief that the foreign devils were casting spells over the tribe women with the magic machine. What the chief said to Flash was probably unprintable. Flash decided we ought to move on. We were hooted out of the village.

The commander of the troops has just sent us a summary demand for one dollar per mule as the price of protection. Chung is writing him a card, stating that treaty rights entitle foreigners to free protection in every part of China. If he insists we will give a gallon of kerosene.

This frontier warfare is exciting. The mule bell has a sinister echo in coming through these gorges lined with stone blockhouses and forts, which, though empty, are reminders of the imperial times when this barrier against cunning savagery was better policed than now.

Tomorrow it is the pass, and the Lolos. "Excelsior!"

Discovery Of Pyramid Dates Back American History

Discovery of an archaic pyramid buried thousands of years ago beneath tons of volcanic ash, in the San Cuicuilco hill, near Mexico city, pushes human history in America back many centuries and indicates that the early populations of this land began the mastery of the material universe about them probably quite as soon as did the primitive peoples surrounding the Mediterranean Sea, according to Dr Byron Cummings, director of the Arizona state museum, who has charge of the excavations now being made by the Mexican government.

This ancient structure, found by Dr. Cummings in collaboration with Dr. Manuel Gamio, director of anthropology and archaeology of Mexico, is composed of chunks of unhewn volcanic rock and rises in four terraces with inclined walls from a base approximately four hundred feet in diameter to a height of about one hundred feet, but it has not yet been uncovered sufficiently to determine the measurements more exactly.

"As in old Pompeii the mighty forces of nature covered and sealed the handiwork of man that it might speak to future generations," says Dr. Cummings, "so here in the southern end of the Valley of Mexico, lava from the ancient Ajusco volcano has preserved a chapter of human history, although more primitive, yet not less interesting, than the worn pavements and marble peristyles of the ancient city of the Italian Coast.

"Cuicuilco is an illustration of one of the first pryamids reared by the ancestors of those tribes who adorned Mexico not only with mighty pryamids, but also with richly decorated temples and palaces before the first century of our era. This crude pyramid, unembellished and unadorned, yet massive and solid, stands a mute evidence that the native American eveloped his masterful architecture here on American soil.

"The excavations show that this massive structure had been covered with volcanic mud and ashes so long before its final burial by the lava from the Ajusco cone that at that time abundant vegetation was growing on it."

"When we consider," Dr. Cummings explains, "that this pyramid must have been built before some great eruption in the vicinity sent forth its deluging shower of ashes, mud and pumice, and that this calamity occurred long before the flow from Ajusco, which careful calculation places between two and three thousand years ago, and that no polished stone implements are found, that the stone implements are grinding and polishing stones, flaked knives, bores and scrapers; that the pottery even near the surface is crude and archaic; that the entire structure contains no hewn stone and no cement or plaster in any form, we realise that architecture had its beginning in Mexico long before the Christian era."

"How long were the people of Cuicuilco in developing the ability to rear this massive pyramid?" he asks. "Through how many centuries had this American branch of the human family struggled before they gained sufficient mastery of material things and sufficient social and political co-operation and organisation to produce such results? How many centuries elapsed between the building of Cuicuilco and the ornate pyramid of Quetzalcoatl at Teotihucan which Dr. Gamio estimates was built before the first century, A. D.?

"Human progress has always been slow; and early American progress was no exception to the natural course of events. This pyramid, then, opens up a chapter of human progress on this side of the Atlantic of which men have dreamed but which has never been recorded in authentic annals."

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England In The Air

Inactivity Of British Aviation Industry Is Now Cause Of Great Concern

London, July 22.—Considerable agitation is being organised by a section of the British press, supported by questions and debates in Parliament, on the subject of Britain's future in the air and the threat to national safety by the loss of military and civil enterprise in aviation. The facts in the case certainly have caused great uneasiness in the public mind. British air squadrons for home defense have been reduced to twelve. In the Near East and India there are another twenty squadrons. Civil airplanes certified as fit for flight number ninety-seven, and many of those are old-fashioned crock, suitable only for short joy rides. Meanwhile, for lack of government and civil orders, air works are at a standstill, manufacturers of airplanes and engines like Rolls Royce and Napier have given notice they cannot keep their plants going on the present basis of inactivity. As a contrast to this weakness, France has an enormous and highly efficient air force of more than 200 squadrons. Germany is doing a great deal in the way of civil aviation which cound instantly be adapted to war purposes.

PROPAGANDA'S EFFECT

The effect of newspaper and parliamentary propaganda on simple minds was evident to me during a recent procession of the Prince of Wales through the streets of London when I stood in the crowds and listened to the comments of the men and women when two airplanes circled overhead.

"When the next war comes," said one woman, "these things will be as thick as midges in the sky and we shall have no defense against them unless we wake up soon." "Ah," said another woman, "it won't do any good going into cellars like the last time. That new poison gas will creep into the underground places and choke us all before we know what's what." "It's a wicked shame, I call it," said another woman, "people who invent such stuff ought to be hanged, though they call themselves scientists."

Then a man spoke up. "It's coming, all the same, sooner or later. We have got to be ready for it. It is not nice to be caught napping. One night of gas bombing and London will be a graveyard. Be prepared, I say." A little fellow in a cloth cap challenged his opinion. "If we get ready for an air war we shall have it all right. It is asking for it. What I say is let's make up our minds not to have another war. It is far safer in the long run and cheaper, too. Peace is our best policy." "That's fine talk," said one woman. "How can you be sure of peace with them Germans building up secret armies and even France not over friendly to us."

So the talk went on until the coming of the prince. That was the mind of the people made uneasy by scare articles, by ugly memories of air raids and English cities in daylight darkness.

There is something more than cheap newspaper scare in this question. And it is a problem which holds a menace to more countries than Great Britain. We have got to make up our minds before very long in every part of the world whether this new invention of flight is to be used as the most destrctive agent of humanity or is to be controlled by international agreement in the service of peace. Those comments I heard in the London streets went pretty close to the heart of the subject and raised the question which must somehow be answered. No country like England, very vulnerable to attack from the air, can afford to lose her place in aviation if other countries are increasing their squadrons, training great numbers of young pilots and subsidising civil enterprise. No country can with any prudence ignore the abominable menace of poison gases to drop on the head from aerial bombs if such things are to be allowed in civilised warfare.

THE GAS MENACE

I discount all flesh-creeping stories of gases which in an hour or two could reduce a great city like London or New York to charnel houses of suffocated bodies. But, exaggeration apart, it is certain there are new forms of poison known to the laboratories of England, France, Germany and the United States which have more death-dealing power and a wider area of gaseous penetration than anything used in the last war.

I saw enough of that to know its paralysing effect on troops in action. German mustard gas, when used, was the cause of very serious anxiety to British army commanders. The casualties in 1917 numbered several thousand daily in certain areas. I shall never forget the sight of those lines of young men laid out in casualty clearing stations behind the lines, coughing their lungs up, temporarily blinded, unconscious, suffocated, burned about faces and bodies by the invisible vapor.

Without gas the effect of aerial bombardment became increasingly severe before the end of the war. In one night of aerial activity in which I had a very personal experience, the Germans destroyed over 2,000 houses at Amiens; another night they laid the center of Abbeville in ruin. Our own destruction over the German lines on billeting places was increasingly terrifying to the enemy; there were days of battle when the morale of the German troops was badly shaken by the audacity of the young British aviators who swooped low over their lines, machine gunning them in their very trenches, pounced down over batteries, knocked out their guns by well directed bombs, chased transport trains, smashed them up, made death traps of crossroads and highroads crowded with battalions on the march. The German soldiers I met as prisoners confessed that this aerial warfare shook their nerves more than anything else. Yet in my opinion this method of war, this new engine of destruction, can never be decisive one way or the other. In the future as in the past airplanes can never win a victory or force the surrender of the enemy over wide areas of country. In whatever numbers they fly, they will not be able to take the place of masses of fighting men with their feet on the earth advancing, and occupying a hostile position. Aerial war will not take the place of military operations, but only supplement them, increase the mortality of war, above all, break down the thin line between military and civilian populations.

Undoubtedly civilians will be the first to get it in the neck, as the cockneys say, and it is this intuition which is the cause of the uneasy forebodings among such folk as these I heard discussing the subject in the streets of London. I am inclined to agree with the little fellow in the cloth cap who said, "Let's make up our minds not to have another war." The newspaper scare now being worked up in England won't do badly if it intensifies that particular conviction among great masses of a common people.

But it does not solve the problem. Wars have a way of happening, whatever the common people think, and there are forces at work in the world today which, if they are not checked, will beyond any doubt lead to some convulsion in the future. It seems to me urgently necessary that there should be a world-wide propaganda against the coming competition in aerial armaments and an international agreement on a world-wide basis against bombing cities and the use of gas bombs.

POWER FOR EVIL

Aviation is one of the most beautiful power of humanity over nature. In the early days of aviation, mankind seemed to have reached up to a new era of splendid, joyous conquest, and I well remember the sense of ecstacy with which we used to watch men like Latham, Bleriot and Wilbur Wright making their first flights. It is an awful thought that this new power we have should be devoted almost exclusively to destructive power; that there is a dark suspicion of sinister purpose if Germany builds airplanes to carry mails from one city to another; if France establishes a school for pilots. If we do not take thought pretty quickly this invention of flight will be the most evil power men have created for their own destruction. It is certain Great Britain will not allow any country to gain unchallenged supremacy in the air, even if that country is France. It is certain any country looking ahead with steady eyes, without false pessimism, without false optimism, would be unwise to be unarmed in the air when there is no certainty of peace on earth. Therefore while making greater certainty of peace in every way possible, especially in the minds of peoples it will be necessary to check, control and limit by international pacts relative to the size of aerial armies, to devise a code of honor for humanity by which they may be used.

THOUGHTS AT FORTY

In the care of his health a man, it has been said, is either a fool or a physician at 40. For the average man it should not be difficult to be healthy and in his prime at that age.

With the weaker sex the case is different, for this age is liable to bring with it anxieties and health trials; nevertheless, many women suffer more than they need.

Actually, whether the individual be a man or woman, if the ailment arise from anaemia, nervousness, indigestion, or fickle health connected with a faulty blood-supply, the remedy is new blood. So, if blood troubles have assailed you, if your nerves are weak, if you lack stamina, and your health is not what it should be, you can enjoy new health by the simple expedient of renewing your blood.

To renew your blood begin today a short course of Dr. Williams' pink pills; then as the new blood which they make flows through your veins you will gain fresh energies, new strength, a keen appetite, and full, vigorous health. If a man, you will know the joy it is to be strong; if a women, you will be gratified with your bright, womanly health.

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Morganatic Children Of Austrian Archduke Are Called 'Hapsburg' And Stripped Of Their Estates

Vienna, August 6.—Although the children of the Archduke Franz Ferdinand of Austria, whose murder at Sarajevo led to the outbreak of the World War, were held to be the children of a morganatic marriage and therefore had no official status in the Hapsburg family, Czecho-Slovakia has now decided that they are Hapsburgs, and as a consequence has confiscated the estates and private property left to the two sons—the Duke Maximilian and Prince Ernest von Hohenberg.

These two youths—twenty and nineteen years old—are being submitted to treatment which seems as unfair as anything that is happening in Europe just now They are the sons of the late Archduke Francis Ferdinand and his morganatic wife, Sophie. From the day of their birth they have had to bear the heavy burden of that morganic marriage, contracted by their parents—the father renouncing their birthright long before they were born—and subjected to all manner of humiliation as they grew from childhood to manhood.

They were boys just old enough to fully understand the catastrophe that bereft them of father and mother and of their position in the world on that fatal June 28, 1914, when both fell victims to a foul murderer in Sarajevo. The war and all that followed may have somewhat reconciled them to their fate. One of them is studying hard to qualify for a legal career, the other is studying agriculture to be able to aid in the management of his and his brother's estates.

Not quite a year ago the Republican Government of Czecho-Slovakia obtained the Legislature's approval for a law declaring the sons of the late Archduke Francis Ferdinand to be members of the "late Imperial and Royal House of Hapsburg." There could be only one explanation of the pains to which the Government went to legalise the position of these youths, so long ignored by their own relations. The Government wished to be able to legally deprive them of the provision their father's will had made for them, to have the right of confiscating the estates and the money they had inherited.

According to the old Austrian law, which holds good in Czecho-Slovakia, the Hohenbergs are still minors, and their guardian appealed to the high courts to cancel this unfair arrangement, protesting that the Archduke's morganatic children could never have been members of the imperial house, being excluded therefrom by the House or Family Law of the Hapsburgs, which did not recognise issue by a morganatic marriage.

There seem to have been much debating and consulting, for the decision of the High Court of Appeal was only published yesterday to the effect that the law of August 12, 1921, must be abided by and the Czecho-Slovakia State appropriates all the estates and all the money owned by Max and Ernest Hohenberg. "The House or Family Laws of the deposed Imperial family do not signify and are cancelled by the subsequent Republican law," says the Czech Government.

The appeal was of no avail and the valuable estates, Konopischt in Bohemia and Chlumetz in Moravia are being confiscated by the Czecho-Slovachian State today. The Austrian Government, though it has appropriated all the imperial possessions, has not yet touched the Austrian property of these boys, but the bulk of their fortune lies within the Czech state, whose policy leaves them virtually paupers.

In Austria Franz Ferdinand owned a couple of bunting with grounds attached, and the small castle of Artstetten, where the murdered couple and a stillborn child are interred, Franz Ferdinand having declared in his will that as his wife would not be allowed to rest with the Hapsburgs in the imperial vault under the Capucine Church, he wished to be buried at her side in Artstetten, even if he should live to be Emperor of Austria and King of Hungary.

To appreciate the cruel fate which awaits these youths one must remember that their father had been heir to the throne long before his marriage—that during their infancy nurses, governesses and tutors and, of course, the servants spoke of their father with the respect due to the future Emperor, who might have been called to the throne any day, since Francis Joseph was in his dotage and long past the years allotted to average man.

At the time of the marriage the situation was openly discussed and in Hungary the opinion prevailed that Franz Ferdinand's renunciation for his wife would only be valid in Austria; in Hungary the King's wife would be Queen, and what else might follow, no one could foretell. In the year following the coronation of Karl, which took place on the last day of the year 1916, the last Court Almanach was prepared with great care, so that there should be no mistake about the established fact that Franz Ferdinand's sons were nobodies and the Hapsburgs did not regard them as existing at all.

This was only a sequel to the humiliations which Franz Ferdinand's wife had to suffer during the whole time of her marriage. In the beginning the court was in mourning for the Empress Elisabeth and no functions took place for several yeras. When receptions, concerts and balls were again given, Franz Ferdinand had to attend them in the role of heir to the throne. But his wife was not allowed a place near him—she had to follow in the order of the ceremonial prescribed, which gave precedence to the very remotest unmarried grandniece or cousin of the Emperor, so that the Duchess Sophie Hohenberg walked last in the imperial procession entering a ball or concert room, and the number of Archdukes, though inexhaustible according to the Court Almanach, was always exhausted before the turn came to the consort of the future Emperor, who had to be satisfied to walk with some Prince of the Church whose rank was high enough to admit him to the inner court circle.

At last Franz Ferdinand took a solemn oath that his wife should not go to court again until he was Emperor and he would no doubt have kept his word. There was only one member of the imperial family who was good to the wife and children of Franz Ferdinand, sweet Archduchess Maria Theresia, the surviving widow of the Emperor's brother Charles Louis, stepmother of Franz Ferdinand.

Not even the old Emperor, who was such a loving grandfather, to his dying day took any notice of his nephew's and successor's children. And now, when this treatment would have benefited them, a law is made which places them in the same position as all those who were so far above them. They will have to learn to earn their bread in some modest career suited to their talents; but they will find it difficult to forget that but for June 28, 1914, they would be the sons of the Emperor of Austria.

Oriental Trend In Letters

San Diego, Cal., July 22.—Future American literature will tend more and more to partake of the dignity and beauty of Oriental literature, which in ancient times has crossed from Asia to our own continent and is expressed in the mythology of the American Indian, in the opinion of Mrs. Harriet O. Welles, well-known short story writer, and wife of Admiral Roger Welles, U. S. N.

Mrs. Welles recently expressed the thought in a discussion on "Some Possible Future Themes for American Fiction."

With her husband, Mrs. Welles has spent a number of years in China, and her stories of navy life in the Orient have appeared frequently in national magazines, and have been published in book form.

Since coming to live in the Southwest, her sympathy with Oriental thought has found a new theme in the Indian mythology of Arizona and New Mexico. She expects to spend the better part of this summer in traveling on horseback across the two states in order to gain a better understanding of fast-dwindling Indian tribes.

"Little has been attempted in American fiction dealing with the Orient beyond the treaty-port story, which is an exotic type, never contributing anything more than pidgin English, sordid ugliness and supercilious ridicule," declared Mrs. Welles. "Such stories arise from jangling, forced contacts of nations, contacts which foster nothing but misunderstandings, greed, and bitterness.

"What China really has to teach us goes down to the very roots of our thought. The American, hurrying upon his endless chase, chants his slogan of 'Only one life to live,' and pends that single specious life in accumulating riches which he knows he cannot take with him and which he has neither the leisure nor the ability to enjoy. The Oriental, believing life to be a pilgrimage and a progress, makes a holiday of the beauty periods in the processional of the seasons, and rich and poor alike stroll out to enjoy them equally.

"Among the grass-grown courtyards of the ruined imperial city at Nanking I remember with vividness the sight of a thin mendicant priest so lost in the song of the lark on the wall above him that he was utterly neglectful of the opportunity to ask for alms he so evidently needed. If any stories expressing the real democracy, the sense of fun, and the philosophic repose of the cultivated Chinese mind have entered our literature I have not seen them. But they are needed. Every once in a while they are coming to be beautifully apparent in our poetry, as in some of the short verses of Katherine Lee Bates.

"If there is this promise of popularity for true Chinese thought, can we not also come to appreciate the same Oriental traditions in our own land? It is now almost impossible to sell a story dealing with the mythology of the American Indian. Public interest alone determines what publishers will accept. Today in the peaceful sun-drenched pueblos along the Rio Grande, Indians hold their dances of supplication, of invocation, and of thanksgiving exactly as they gave them thousands of years before the Christian era. The Eagle dance, the Corn dance, the Basket dance, these and a score of others make up the ceremonials of their year. And through these, and through their ways of thinking, there runs the Oriental theme. There is deep pathos and appeal in the sight of these vanishing pueblos; a rich mine of available material which should be used in building up a magnificent and dignified contribution to American literature. The study of the American Indian is essential for a proper interpretation of the Oriental mind as the theme of American literature of the future."

Mrs. Welles, like Dr. Edgar L. Hewitt, director of the museum at Santa Fe, N. M., and one of the authorities on the American Indian, believes in the theory of the Asiatic origin of the American Indian.

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Shanghai Municipal Bank Deposit	,,	5,050.00	7,013.87	7,013.87
Shanghai French Municipal Council	Debentures ,,	449,300.00	615,479.00	478,269.06
Shanghai Gas Co., Ltd.,	Debentures ,,	45,100.00	61,780.00	49,621.88
Shanghai Land Investment Co., Ltd.,	Debentures ,,	136,400.00	186,849.00	156,799.11
Shanghai & Hongkew Wharf Co., Ltd.,	Debentures ,,	52,300.00	71,643.00	66,389.78
Shanghai Club	Debentures ,,	19,300.00	25,068.00	21,891.99
Anglo-French Land Invest., Co. Ltd.	Debentures ,,	64,400.00	88,219.00	74,586.55
Shanghai Hotels Ltd.,	Debentures ,,	45,500.00	62,328.00	48,598.53
Shanghai Mutual Telephone Co., Ltd.	Debentures ,,	3,300.00	4,521.00	3,810.48
Weeks & Co., Ltd.,	Debentures ,,	5,400.00	7,499.99	7,499.99
Shanghai Race Club	Debentures ,,	10,000.00	13,698.00	11,787.06
Cercle Gaulois (Hankow)	Debentures ,,	2,600.00	3,713.83	3,713.83
Hall & Holtz Ltd.,	Debentures ,,	5,300.00	7,260.00	6,964.43
Cercle Sportif Francais	Debentures ,,	9,250.00	12,671.00	12,139.09
Grand Hotel de Pekin	Debentures $	2,600.00	2,600.00	2,600.00
British Municipal Council (Hankow)	Deb. Tls.	20,000.00	28,038.89	28,038.89
Hongkong & Whampoa Docks Co., Ltd.	Deb. HK $	10,000.00	10,000.00	10,000.00
Mortgages	Tls.	838,000.10	1,163,227.11	1,163,227.11
,, ...	$	166,800.00	166,800.00	166,800.00
Real Estate	$	35,170.00	35,170.00	35,170.00
Loans to Bondholders against their Bonds ...	$	703,645.65	703,645.65	703,645.65
			$4,192,430.34	$3,886,729.33

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Inventory Sale

Recent changes in the management of the Shanghai Stores Company have rendered it necessary to take an inventory of all the stock. In order to economise space in the store during the inventory taking

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STRAW HATS— formerly $5.50 now $2.95

MILITARY BRUSHES. Superior Quality— formerly $9.00 pair sale price $6.50 ,,

TERRY BATH GOWNS— usual price $32.50 sale from $18.50

COAT SWEATERS White and Colored— usually $14.50 sale price $10.00

SPORTS HATS (White Felt)—usually $4.00 to 12.50 sale price from $3.00 to $8.00

ASCOT TIES— usual price $5.50 sale from $3.00

SKIPPER NAVY CUT TOBACCO (Medium and Full)—$0.90 tin usually $1.25

GILETTE RAZOR BLADES— $1.50 doz.

Japan's Women Win A Victory

Suffrage Speakers Gain Support Of Men By Attacks On Old Time Bondage

BY ADACHI KINNOSUKE
(American Correspondent of the Tokio Jiji, in the N. Y. Tribune)

On May 10 a law was promulgated in Japan. It wasn't much of a law and not even new, for it was nothing more or less than the revision of a scandalous legal stupidity of which a third-rate nation should have been utterly and heartily ashamed.

Article V of the old Japanese police law, christened by some legal humorist as the "peace preservation regulation law," classed Japanese women as political nobodies—that is, with the miners. It forbade them to take part in any political organisations, meetings or activities of any sort. It did not allow them to promote them. It forbade our gentlewomen from attending even a political meeting. It told our women to sit with the feeble-minded and criminals, so far as their political rights and privileges went. The law insulted the dignity of the state by insulting at one and the same time its womanhood and its intelligence.

The law was absurd to start with. The actual administration of it made it paradoxical—as was pointed out by Mme. Makoto Sakamoto in her able statement published in the "Japan Times;" for "the Japanese women are free to read any books on politics and on government; they enjoy the same privilege with men in pursuing political pages of a newspaper; they are privileged to attend the Diet." Our police, as a matter of fact, did not prevent our women from doing all these things. The grave guardians of the law evidently thought that the sessions of the Imperial Diet—with all its political squirmings and backbitings—were not political meetings.

"The anachronism of it," exclaimed Mme. Sakamoto, "is simply beyond our comprehension." It was and had been for years beyond the comprehension of everybody, except perhaps those gifted with the intelligence of the metropolitan police of Tokio.

It became even a little too much for the understandings of the gentlemen of the Imperial Diet. After gravely discussing the matter for many a weary year they at last decided to revise the statute. The House of Peers approved the change at the last session of the Diet. And after an incredible delay this moss-coated libel on Japanese womanhood was wiped out of the law book.

The change was promulgated on May 10, 1922.

FIRST POLITICAL GATHERING

At 7 o'clock in the evening of the same day, at the Y. M. C. A. hall in the city of Kobe, about 1,500 persons met under the auspices of the Kobe branch of the New Women's Association.

That was the first political meeting held by the women of Japan in our national memory.

Miss Ryo-ko Ishiwara, who presided over the meeting, opened it with this statement:

"The political gatherings of men are one-sided. Always you can tell just where they will end up. Ours is different. Each and every one of us voices our own red hot sentiments. Ours are the real political speeches."

The first political gathering of the women of Nippon, therefore, was a scathing indictment of masculine and machine politics. The first speaker, Miss Asako Sugai, minced no words, launching a fiery attack on the time-honored gospel of the Three Obediences. "For some twenty centuries," she declared, "the women of Nippon have been doomed to prostrate themselves to the parents, to husbands, and to their own children in the name of the beautiful virtue of the Three Obediences. They have been robbed of their social rights in the name of the good-wife-and-wise-mother doctrine."

This is something stupendous. The holy doctrine of the Three Obediences of Women—obedience to their parents when young, obedience to their husbands when they are married, and obedience to their own male children when old—is the foundation upon which the ethical system of the Oriental woman is built. There is a book called Onna Daigaku—the Elementary Learning (not the Great Learning, as it is always translated) for women. For years it has been the Bible for the women of Japan. The whole ethical system of the book is based on the Three Obediences.

A new woman of America standing on Broadway, denouncing the Bible as the chief obstacle to woman's social rights, is almost unthinkable. Miss Sugai's denunciation of the Three Obediences amounted to something like that in its daring and in its effect on the old-fashioned piety of the people. She told the people of Japan that they were deluding themselves with the belief that they enjoyed constitutional liberty in matters of government, even while they were sweating under the joke of absolutism. These words were none too polite; they were meant, though, every syllable, and therein lie their value and significance. The speaker's condemnation of the present Cabinet was every whit as honest and as biting as her attack on the Three Obediences: she demanded the instant removal of the present Kato regime.

There were three policemen present at the meeting.

No political meeting—be it male or be it female—is ever complete in that Land of the Gods without a liberal garnishing of police officers. They listened gravely to the speeches; they did not stop the women. Which is about the handsomest thing they could have done.

VOICES IN PROTEST

Five days after the Kobe meeting the new women of Tokio gathered together in the Central Buddhist Hall in Kanda, Tokio. The meeting was under the auspices of the New Women's Association of Tokio, and some 1,000 women attended. A paper by Mrs. Kikue Yamakawa, wife of a well known socialist author, was read. She voiced the sentiment of the working women. She held that the change in the objectionable Article V of the Peace Preservation Regulations was not a great gain for the women of Japan—it was just a small beginning.

"The basic defects in the existing social system must be rectified," she declared, "before the majority of women can hope for the day of real enlightenment." The factory girls need something much more tangible than the mere legal right to attend and otherwise take part in political meetings. By the basic defects in existing society she meant the causes which bring about the tragic conditions of life for so many of the women workers of Japan; and Mrs. Yamakawa's admiration for Soviet Russia came out in no faint colors as she painted the Russian women enjoying complete equality with men.

Besides those at Kobe and Tokio meetings were held at Nagoya and other centers, and everywhere women speakers battled their way heroically through an uproar of jeers, catcalls and interruptions from males in the audience.

People thought that these gentle ladies had no other weapon than their voices. That was because they did not know the dauntless souls flaming back of their gentle voices. In the end the spirit triumphed over mere noise and rudeness. And it was an impressive victory. By and by the men—even the uneducated and political mongrels—became a bit ashamed of themselves. And above the din were heard male voices raised in defense of the women.

These gatherings in Kobe, Tokio, Nagoya and other points in May of the year were a Japanese edition of that historic gathering in Seneca Falls, N. Y.—the first women's rights convention. The political leaders of Japanese women have entered upon the thorny paths made famous by Susan B. Anthony, Elizabeth Cady Stanton, Lucretia Mott and other immortals. And from the very outset Japanese women met perhaps the hardest trials of their fighting march—the jeers and jets of the male world.

"I think there are many women," wrote the author of "What Women Want," "who would rather have a brick thrown at their sex than a joke . . . in some matters brutality is less dangerous than levity." This is precisely the point brought out in the leading editorial of the "Tokio Asahi" (one of the most popular newspapers in Japan) in its issue for June 3:

"First of all, it is imperative that the world at large greet this first step in the political emancipation of our women with understanding and with sympathy. We demand this attitude on the part of society. . . . And what actually happened to these meetings at various places which marked the first step in the political activity of women? Is it not true that they were greeted with the jeers and ridicule of the frivolous male audiences everywhere?"

Like the Asahi, newspapers throughout Japan welcomed the first step in the Japanese woman's political progress. This is significant. And the church is with the press. The Kobe meeting was held in the Y. M. C. A. hall. The Tokio meeting was held in the Central Buddhist Hall. And both the Buddhist church and the Christian elements in Japan are solidly back of the new political movement. Like the press and the religious bodies, many of the leading politicians, as well as financiers and business men, are with the women in their fight for political rights.

This first tangible result came chiefly as the harvest of three years' bitter and persistent toil by a group of women who make up the new widely advertised organisation—the first and the only association of a distinctly political complexion in Japan—the New Women's Association. It was launched on its fateful way on March 28, 1920, in Tokio, with all due ceremonies. Three women godmothered it; and a leading spirit among them was Mme. Akiko Hiratsuka, widely known under her writing and speaking name of Hiratsuka "Raicho."

A small lady, of no pretensions to physical beauty, she possesses a dauntless soul. She was constantly and ably supported by her two associates and promoters with her of the association, Mme. Umeo Okumura and Mme. Fusae Ichikawa. Almost immediately after the birth of the association Mme. Hiratsuka visited different parts of Japan especially in the Kansai district. She succeeded in establishing a number of branches at Hiroshima and elsewhere. And so aggressively was the work prosecuted that the membership of the association rose to 200 very quickly.

The influence of the association also was beginning to be reckoned with. By October, 1920, the Seiyukai, the dominant political party at the time, with the late Premier Hara at its head, saw the wisdom of getting into intimate touch with it. So it came to pass that Mr. Hirooka, one of the leaders of the Seiyu party, entertained the leaders of the New Women's Association at a banquet at Fujimi-kan of Kanda, in Tokio. Such national figures as Mr. Shimada (who has been a member of the lower house of the Imperial Diet ever since its first session in 1890, and who has been its president for three of its sessions in 1915 to 1917), Takahashi, Iwasaki and other Suyukai leaders attended the banquet. It was at that dinner that Mr. Hirooka declared that thenceforth it was most important for the politicians of the country to be in constant touch with the leaders of the women's movement.

It was at this dinner also that Mr. Iwasaki remarked: "This thing—equal political rights for both men and women alike—is very excellent, of course. But an age separates us from the time of its realisation." Mr. Iwasaki was sitting next to Mme. Hiratsuka. Mme. Hiratsuka's retort was simple, short, final. It landed the eminent M. P. like a fish on a dry bank, opening and shutting his mouth, but saying nothing. The lady's retort was "No such thing," or the Japanese ladylike words of that general effect.

FIRST BLOW IN CAMPAIGN

The first activities of the New Women's Association came in the form of repeated petitions to the Diet for the removal of the objectionable clause from Article V of the peace ordinance. A little later the women of the New Women's Association demanded an amendment of the law. And the Seiyu party introduced a bill in the lower house of the Diet in accordance with the demands of the New Women's Association. The bill passed the lower house, but it was strangled in the House of Peers last year. That simply made the members of the New Women's Association redouble their efforts. While the measure was before the upper house the women called on each and every member of the house in person and pressed for his co-operation for the rewriting of the law. The strenuous efforts told on the health of Mme. Hiratsuka and, in addition to prolonged illness, Mme. Ichikawa took a trip to Europe. The chief burden of pushing the work of the New Women's Asscciation through the last session of the Diet fell to Mme. Makoto Sakamoto, and she worked with admirable courage. On the last day of the session she signed more than 300 cards and passed them to the members of the House of Peers, reminding them that the new women of Japan expected the peers to wipe out the insult to the womanhood of Japan. And exactly half an hour before the close of the session the bill, on the motion of Count Yanagiwara, passed the upper house.

It was dramatic enough, this first faltering step for the political emancipation of the women of Nippon. To the leaders of the New Women's Association the whole enterprise appeared in all the light of a crusade. It was non-political or any other sort of agitation. It was a question of honor with them—the honor of the nation.

There is one thing even more significant than this first step of the sisters of Nippon into the world of politics. It is the dominant note which has characterised the movement. A reporter once asked Mme. Hiratsuka for the most vital reason for demanding the right of equal suffrage. And here is her answer:

"The most important argument in the advocacy of women suffrage is to secure rights and protection for the mother." The emphasis, in the judgement of this Japanese Susan B. Anthony, was not on the daughter or the wife; neither was it on the justice of marital relations of women or on their rights over their own property. It was on the mother. She declared that motherhood was the most important thing in the world.

To the question: "What women leaders do you admire most?" Mme. Hiratsuka replied: "I am following very closely the ideas of Ellen Key." And she showed a copy of "The Renaissance of Motherhood," which she had translated into Japanese.

The story of the new women's movement for political freedom is not complete without the mention of Mme. Yosano, a gifted poetess, who has devoted her pen to the fight all along the line.

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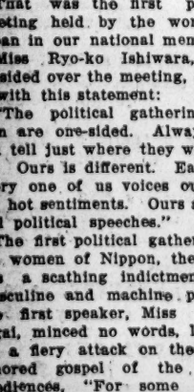

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Channel Tunnel Again Bobs Up

BY CLAIR PRICE

The gray chalk of Dover and the gray chalk of Calais are parts of the same stratum, and there was a day many years ago when one could have walked the distance between them. Since that day, however, the sea has crept across the dip in that stratum and today the English Channel rolls between Dover and Calais. It is possible that some might use a more vivid verb than "rolls" to describe what the English Channel does between Dover and Calais, but we need not go into that matter here. The English Channel is an important bit of sea water, one of the most important bits of sea water in a world which is three parts sea water, and if at times it evinces a disposition to remind travelers of its importance, the right to do so can hardly be denied it. Until the invention of aircraft the Channel gave England an isolation which no modern enemy had been able to break down.

The result of the Channel's intrusion between Dover and Calais is that Englishmen have become a race to themselves, cut off from all the rest of the world by the Channel. It is the Channel which, if anything, explains the Englishman. And there is no simpler or more direct route to the hidden heart of an Englishman than the mention of any tampering with his Channel.

There have been such mentions, a number of them in the last century. In fact, the old Channel Tunnel project has recently bobbed up again in the House of Commons. And the peculiar interest which attacks to its present revival lies in the light which the late war has shed upon it. A brief dip into the past to pick up the threads of the story, and then we shall come down to the reappearance of the old ghost in Parliament today.

THE FIRST PROPOSAL

It goes back originally to 1802 when a certain Frenchman named Mathieu proposed a sort of stage-coach road under the Channel. To a nation of confirmed landsmen, "hands under the sea" is naturally a more congenial idea than "hands across the sea." No Frenchman really enjoys getting his feet wet, the example of the excellent French Navy to the contrary notwithstanding.

Mathieu was succeeded in 1838 by the brisk and irrepressible Thome de Camond. Sir John Hawkshaw began preliminary surveys at Dover in 1865. Gladstone's Government in June, 1871, saw no objection to the tunnel in principle. The Compagnie Francais du Tunnel was incorporated in February, 1873, with a capital of 2,000,000 francs subscribed by the Chemin de Fer du Nord and the Rothschilds, and began erecting works for preliminary borings high on the windy cliffs outside Sangatte, near Calais. An Anglo-French Convention in 1876 recorded the agreement of the two Governments on the tunnel principle, and the South Eastern Railway began preliminary borings outside Dover in 1881. By this time de Gamond had his ideas committed to blueprints. There were to be two parallel tunnels, 30 miles long from face to face, the Channel width here is 22 miles. British and French companies were to begin work simultaneously, and the handshaking was to be done under mid-Channel.

The French section was to cost $40,000,000, the British section $32,500,000, and the job was to be finished in eight years. Besides putting an end to the eternal uncertainties of the Channel, the London-Paris time from seven to five hours and was to effect a similar reduction between London and most of the other Continental capitals. All the Continental gauges are practically the same as the British standard gauge, except in Russia, Spain and Portugal. Ten years after it was opened an entirely new traffic was to have been created by it, amounting to 5,000,000 passengers and anywhere from 1,000,000 to 5,000,000 tons of freight a year, with annual dividends to its stockholders of at least 10 percent.

All of which made a deep impression on Queen Victoria, who was not fond of "the terrible Channel passage." "You may tell the French engineer, Gamond," she is reported to have told the Prince Consort, "that if he can accomplish it, I will bless him in my own name, as well as in the names of all the ladies of England."

EFFECT OF SHORT STORY

Then in 1881 somebody published a short story of which this was the synopsis: The tunnel was finished, and everybody was happy. Shortly after trains had begun operating through it a circus troupe from the Continent had pitched its tent near Dover, where it stayed for some months. Finally, when the circus troupe was ready an excursion train emerged from the tunnel and several hundred peaceable trippers from the Continent went to rooms which had been engaged for them in the Dover hotels. At midnight the trippers rose and tiptoed down to the harbor, where a couple of cargo boats had come in from the Continent with their bunkers full of rifles. Simultaneously the circus troupe tiptoed into the Dover telegraph office and cut the wires. And in five minutes Dover was taken, its garrison butchered, the tunnel began to pour in soldiers from the Continent at the rate of 1,500 a minute, the march on London began at dawn, and by tea-time in the afternoon all England lay groaning under the heal of the foreigner.

That story threw the placid English mind into such consternation that Gladstone inquired of his military advisers "whether it was true that England could be invaded through a pinhole." The answer was a vigorous affirmative by Sir Garnet Wolseley, Adjutant General at the War Office, and Admiral Sir A. Cooper Key, Senior Naval Lord at the Admiralty. The Alison committee carried matters a step further in May, 1882, when it recommended that the tunnel, if built, ought to be equipped with a portcullis, mines, asphyxiating gases, flooding sluices and a viaduct on the French side which the royal navy could knock down in case of need; and even then the Alison committee did not deem the tunnel absolutely secure against a surprise invasion. In other words, the tunnel would eliminate the Channel, kill the royal navy and necessitate conscription in England.

The result was a mild panic, accentuated by thoughts of an international station at Dover, of Shakespeare's Cliff at Dover becoming a second Gibraltar, of the British Cabinet seated solemnly around the tunnel mines apparatus debating who should press the button—a panic spurred by the booming voice of the then powerful Pall Mall Gazette solemnly avowing its refusal to believe "that Heaven seeks to destroy England by making Englishmen mad." The upshot of all this was that in February, 1883, the Board of Trade secured an injunction stopping the South Eastern Railway's borings at Dover, and in sympathy the chimney on the high cliffs at Sangatte stopped smoking on March 18, 1883.

Since those panicky days the Free Traders, the bad sailors and the South Eastern and Chatham Railway have barely kept the Channel Tunnel Company alive in England, but the Compagnie Francaise is still ready to resume work at the slightest provocation. The old pits at Dover and the 1,700-yard boring under the channel have been abandoned to the Dover Colliery Company, but the Sangatte works, somewhat battered without by forty years of Channel weather still house a lone concierge who takes his meals at the little Cafe du Tunnel near by and who between meals looks after the engine rooms, the 300-foot pits and the 2,200-yard boring under the Channel.

And that brings us down to today. The late war has come and gone, and to the friends of the old tunnel project it has been one long demonstration of the tunnel's immediate necessity. This is the sort of post-mortem on the war which the tunnel's friends have kept up around the clubs in London ever since the armistice.

They start by saying that all the crimes which were charged against their project back in the '80s, namely that it would eliminate the Channel, kill the royal navy and necessitate conscription in England, are now chargeable to aircraft and can no longer be charged up to the tunnel as its especial and peculiar iniquities. This is distinctly disturbing to the tunnel's enemies. They may demur that the future of the royal navy is still a matter of controversy. They may demur, furthermore, that the time has not yet come when aircraft are able to land an invading force, and that the maintenance of a Continental air force and a Continental army in England are two different propositions. But as a matter of fact, the development of air warfare, with its consequent elimination of the Channel, pleases no Englishman. In the last analysis the present air crisis in England traces to that same attachment to the English Channel which killed the tunnel project in the '80s. The tunnel project necessarily involved the consent of the British Government, but the present air crisis in England arises from the fact that the consent of the British Government is not involved in the development of the air arm on the Continent.

The tunnel's friends go on to say that not only the South Eastern and Chatham Railway would have had a much easier time if it had been able to push the British Army through a pipe line into France, but half the royal navy would have been released for work elsewhere. And to this argument, too, the tunnel's enemies have little to reply.

The tunnel's friends say, furthermore, that if food could have been piped into England from France German submarines would not have thrown such a scare into England as they did. Of this the tunnel's enemies are not so certain. They say that France alone could not have supported England, and the effect of the tunnel would have been merely to shift the royal navy from the Channel ports to Bordeaux and Marseilles. Besides, if the German Army had captured Calais, what then? You can't shift a tunnel as easily as you can change a ship's course.

THE TUNNEL'S ENEMIES

The tunnel's friends continue by enlarging on its contribution to the unity of nations and to l'entente cordiale. But here the tunnel's enemies are not impressed. As for the contribution which the tunnel's freight would make to the unity of nations, it is probable that Lancashire cottons, Bradford yarns and the pottery products would pour into the Continent until the Continent chose to put up a tariff wall against them, and it is equally probable that eggs, violets, fruits, feathers, Lyons silk, music, toys, jewelry, wines and art would pour into England until the Government had to put up a tariff wall of its own in sheer self-defense.

The tunnel's friends come down to less lyrical ground and say there would be big money in it, but on this point its enemies say the thing would prove such a fiasco that all its promoters would commit suicide. It could not compete for the heavy freight of the South of France and the midlands of England, and if it did it would be emptying the Port of London in favor of Marseilles and undermining the mercantile marine, which is the royal navy's best recruiting ground. And what passengers would venture down into a trap which was equipped with machinery to drown them, asphyxiate them and blow up what was left of them! And even if there were such passengers to be found, who would they be? English ladies taking their trade from Bond Street to the Rue de la Paix, and cheap labor from the Continent swarming into England like rats out of a hole in the ground! The tunnel's friends reply that their fares would necessarily be higher than those of the Channel boats, hence they would attract only the best class of Continental passenger traffic. But this prospect of an increased passenger traffic from the Continent sticks in the English mind. It is the Channel which has kept England free of the "Continental contamination," which has made Anglo-Saxons, alone among the great races of the world, a race to themselves. Besides, England is already so overrun with wily Welshmen and sardonic Scots that one sometimes wonders whether there are any Englishmen left in the country.

Finally, the tunnel's friends plead that it would enable them to save time in getting to Paris, but its enemies—instead of making the obvious reply, Why go to Paris at all?—descend to graver matters. What, they ask, would the future Germany say to an Anglo-French tunnel? In international law no portion of the high seas may be appropriated by any power or powers to the detriment of any other power, and the question would arise whether this prohibition did not also apply to the land under the seas. Territorial waters are the waters within three miles of the coast, and Germany could easily contend that, since sixteen miles of the proposed tunnel would lie outside the territorial waters of either Great Britain or France, neither country could establish any ownership of the land through which those sixteen miles of tunnel would be driven.

This is the sort of talk which has been simmering around the clubs in London ever since the armistice, and on July 6 last the old tunnel project finally lifted its ghostly head again in the House of Commons. Sir Arthur Fell of the Channel Tunnel Company asked the Prime Minister "if the removal of the Government veto on the construction of the Channel Tunnel would form one of the subjects for discussion at the next meeting with M. Poincare, having regard to the great importance attached to the question both in France and England, as well as in Italy and Belgium, and the effect it would have on the depressed trade of Western Europe."

NO TIME TO DISCUSS IT

Mr. Lloyd George—I do not think that such a discussion would be useful at present. The whole of the time at our disposal will be required for the discussion of other urgent questions.

Sir Arthur Fell—May I ask if half an hour cannot be found for the discussion of a subject which is entirely approved by the Chambers of Commerce of both France and England?

Mr. Lloyd George—I am afraid half an hour would not settle a question which has been under discussion for at least a generation, and on which there is a sharp division of opinion. Military opinion at the moment is hostile to the project.

This is the sort of thing which brings caustic comment from the tunnel's friends on the subject of the Englishman and his bogy. The introduction of railways was his first bogy, they say; in fact, the War Office archives still contain a report written in the '30s or '40s by the Duke of Wellington himself, vigorously condemning the London-Portsmouth railway on the ground that it would facilitate the capture of London by an invader from the Continent. After that, it was the Suez Canal which was to destroy the Indian Empire, but which has proved to be its sheet-anchor instead. And, after that, it was the Trans-Siberian Railway which was to reduce the Far East to a Muscovite colony, but which proved to be the ruin of the mutton-fed Muscovite instead. And today it is the Channel Tunnel and the Great Surprise Invasion Bogy.

But it is to be doubted whether the tunnel's friends have sounded the full depths of England's attitude toward the Channel. "Military opinion" may pretend that it does not like the tunnel because it sees the cocked hat and gray riding-coat of Napoleon flapping on a stick atop the cliffs at Sangatte, but there is a deeper reason for England's concurrence in its Government's veto. It is not only a military matter. It is deeply engrained into the very fibre of the country. The Englishman hangs on to his Channel for the same reason that he builds a privet hedge around his house and puts his front porch at the back so that he may see, and be seen by, nobody.

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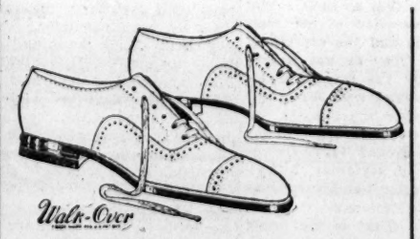

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Holy Trinity Cathedral.—Thirteenth Sunday after Trinity. 8 a.m. Holy Communion (and at Bubbling Well Chapel) 10:30 a.m. Mattins and Sermon: Psalm 71; Parry in D.; Lessons: Habak ii, 1-14, Luke iv, 31-v. 11; Hymns 211, 176, 193, 222, Preacher: The Sub-Dean. 6 p.m. Evensong and Sermon. Psalm 72; Lessons: Habak iii, 2 end, Ephes. ii; Anthem: "At Thy feet," (Bach); Hymns 291, 282, 257; Preacher: The Dean.

St. Andrew's Church, Broadway—10:30 a.m. Mattins and Sermon: Psalm 67; Lessons: 2 Kings XXII, Luke IV, 31—V, 11. Hymns 6, 176, 231, 193; Preacher: Rev. T. W. Hall, M. A.

St. John's Pro-Cathedral, Jessfield.—Holy Communion in English 7:30 a.m. Evening Prayer in English 6 p.m. Preacher: Rev. J. W. Nichols, D. D.

St. Joseph's Church.—Low Masses at 6, 7 and 8:15 a.m. At 10 o'clock, High Mass, Sermon in French. At 4 p.m. Benediction. On week days, Masses at 6 and 7:30 a.m.

Union Church.—11 a.m. Preacher: Rev. Dr. McGillivray. Chant 28; Hymns, 5, 139, 273, 275. 12 noon. Holy Communion 3 p.m. Preacher: Rev. B. C. Spatham; Hymns 10, 94, 248, 75.

Shanghai Free Christian Church (Evangelical).—Corner of Range and Chapoo Roads. The services will be conducted as follows:—11 a.m. by Mr. Harry Price. 6 p.m. Rev. D. MacGillivray, D. D.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Substance." Sunday School 10 o'clock. Testimony meeting Wednesday evening 8 o'clock. Reading room open daily except Sunday from 10:30 a.m. to 12:30 p.m. No. 21 Nanking Road, Room 71.

How France Might Lighten German Load

BY SIR PHILIP GIBBS

LAST week I gave some plain facts and figures about the situation in Europe which must be faced before any kind of hopeful settlement can be made. But of course life is never conducted on a basis of plain facts and figures, because one has to take into account such things as passion, prejudice, popular emotion and endless varieties of conflicting views and interests.

It may be interesting to my readers if I try to lift the veil which conceals some of these hidden forces now working in European politics. Take, for instance, the relations of France and England, upon which the future of Europe utterly depends. Outwardly there is a fairly clear cut issue to be decided between Poincare and Lloyd George on behalf of their respective Governments.

It is just this: If for the sake of British trade and European peace France agrees to postpone or reduce the German debts, what security will Britain offer in return, what financial aid to France? The fact simply is that the problem is enormously difficult because French views on the minimum security are in conflict with British views regarding the potential danger of Germany in the near future. Also they envisage a close military alliance between England and France which is not at all popular in England, where at the present time all military alliances are in disfavor, owing to the wave of pacifism among the masses of ordinary folk.

But if one digs deeper one finds many irreconcilable forces preventing an immediate plain settlement. In France distrust of Lloyd George amounts to a secret mania; peasant, shopkeeper and politician unite in the belief he has deliberately undermined French rights with regard to Germany in order to destroy French supremacy on the Continent. Therefore any French statesman, whether Poincare or any other, is in danger of committing political suicide by holding any conversation with Lloyd George—that mythical, monstrous character of our present world drama—if they lead to any further concessions to Germany.

That distrust is sufficient in itself to make heavy going, for there can be no business arrangement without confidence on both sides nor any boldness of vision. Every representative of France knows he will be disowned and overthrown by his own people if he agrees to any compromise. Briand was destroyed for that very reason. Poincare, whose cold nature, immense intellectual obstinacy and personal dislike of Lloyd George make him steel proof against any sentimental yielding to the little Welshman, will be destroyed also unless he strikes a bargain which gives France much more than she is willing to yield in return. That makes the negotiation troublesome.

The cause of the French distrust and dislike of Lloyd George is natural and inevitable. Having signed the Versailles treaty he has slowly and surely weakened whenever the time came to enforce its severest penalties. Having promised the Kaiser's head to the British people in election speeches, he was very careful afterward to postpone and prevent any such vengeance. Again and again his hand has been traced as the influence which gave Germany respite from fulfillment of payment in gold and coal and reductions of other penalties. When the French occupied new German towns to enforce their claims and afterward threatened to invade fresh territory, it was the anger of Lloyd George which revealed to the astonished French his whole hearted support of that treaty which he helped to make and which the French were determined to uphold. Now in every important speech the Prime Minister pleads for the necessity of saving Germany from bankruptcy though her default of treaty payments means the financial downfall of France.

Is it any wonder the French people fail to understand this man who made the treaty and then spends his time breaking it? They regard him as a dishonest fellow, very treacherous, especially as they are convinced that he gained everything at Versailles for the interests of his own country, including the destruction of the German fleet, the possession of her mercantile marine and the capture of her colonies. They do not believe what is really the greater truth, that as time has gone by Lloyd George has seen the dangers to Europe as a whole involved in the downfall of Germany. Lloyd George never thinks of yesterday, but always of day after tomorrow, sometimes in rare moments of Saturday fortnight. That is the secret of his genius.

Now in France at the present moment, below the surface of political tranquility, there are seething passions and anxieties. Having at last realised that literal fulfillment of the treaty is impossible, and the fact that the German money on which they reckoned for their own immediate financial necessities in squaring the budget is not forthcoming, France is anxiously considering the future, but her people are not united in their convictions as to the best policy to be pursued. They are determined not to sacrifice two essential items of their victory, compared with which all other things are trivial.

The first is security from future invasion, the second is repayment for the devastated districts. I think they are perfectly right in holding to those essential needs at all costs. But they are not all of one mind upon the method by which those can be secured. There is a secret and severe clash between two schools of thought.

One school, including all in high military command, the French aristocracy and a considerable body of public opinion, believes that security can be obtained only by using the financial default of Germany as a legitimate reason for increasing the hold on the Rhine and for obtaining stronger control of German customs. They are prepared to admit that such action would not result in full payment of indemnities, but they regard the safety of France of first importance and believe they could squeeze enough to pay for

(Continued on Page 17)

System Makes Inventions Potential, Declares Edison

Electrical Wizard Is Not "Brain-Sucker," Says Writer, Denying Old Accusations

BY SHAW DESMOND

And yet the extraordinary "Will to Do," which is Edison, would without "the system" be like a steam shovel without a cutting edge. This fact was constantly borne in upon one during conversation with this man of system.

To invent is one thing. To make an invention practicable is quite another, as we have said. The invention of the electric incandescent light by Edison was not a tremendous brain flash—it was the culmination of countless experiments based on much bold and logical thinking throughout which he dared to reverse all previous theory and practice. The making of the invention into an ordinary utility of everyday life was a gargantuan piece of experimental organisation, in its way as curious and painstaking as the efforts of the bee through countless centuries to make the final completed honeycomb.

Here it should be nailed to the table the lie, springing from jealous minds, that Edison is "a brainsucker," i. e., that he sucks the brains of other men and gets the credit of the result. The actual fact is that Edison would need a million years of life for himself to carry out all his own experiments, and so has to leave some of the work to subordinates. But, like the electric spark that lights the gases of the motor to their work, it is the spark from the Edison brain that initiates these experiments. Also it is Edison who has made practicable hundreds of ideas of other inventors, which they had either abandoned or failed to bring to fruition.

The incandescent light may be taken as an example of that "system" which applies to everything to which Edison has set his brain.

To make this practicable the following points had to be complied with:

First—The securing of a fundamentally correct method of distributing the current, efficient, economical and commercially practicable. This meant a network of conductors all connected, so that in any given city area the line could be fed with electricity from every direction, thus eliminating disturbance due to breakdown in any particular section.

Second—Man is incurably traditional, and so it was necessary that the new lamp should give a unit of light about equal to the old gas light. The wiring, etc., had to be so economical that it required a minimum of outlay for repairs and replacements, and then that exceptionally difficult problem, each lamp had to be independent of every other lamp. With these points went a host of minor problems, such as safety of handling, durability, etc.

Third—If the energy used by the new lamp could not be measured it could never be a commercial success, for no lighting corporation could know what current had been used. So an electric gauge was invented which registered unerringly the quantity used by each customer.

Fourth—Each building had to have its own electric light service, and so a system had to be devised by which the main conductors in the streets could have branch tapping wires run from them into the buildings.

Fifth—And even if all the above had been accomplished, the electric incandescent lamp would have been a failure if absolute evenness of current pressure had not been secured, so that a lamp fifty miles from the central station had to give the same light, despite wastage of current, as one within fifty yards; and this evenness had to be quite independent of the strength of current turned on at the central distributing station.

WHAT "SYSTEM" MEANS

One realises exactly what "system" means when one remembers that in England and America during the war some thousands of inventions were brought to the notice of the naval and military authorities of both countries, all of them possible of achievement under special conditions, but quite useless for ordinary purposes of warfare because such special conditions could not always be obtained.

It is this system and thoroughness which makes Edison the giant he is—otherwise his brain would be as little use to the world as a four-thousand horsepower marine engine without the ship. Some of the inventions in the incandescent light had been led up to by many years of experiment. In the experiments upon gas mantles I have been informed that Edison experimented with substances so widely different as lions' teeth and asbestos.

When on the rail of a solution, the American wizard reminds the onlooker of a hunter on the trail of some wounded animal. Before he brings down his quarry. Edison has to shoot experiment after experiment at it, until finally he registers the fatal shot, which means that he has "got home."

When Edison first made his phonograph records it was discovered that they had the habit of smashing in transit. So he began that meticulous patient "elimination of error" and weakness by experiment until he believed he had what he wanted—a record that was unbreakable. He told his assistant to pack a crate with the new records and throw the whole package out of the factory window on the third story. He did so, and it was found that again the records were broken. He experimented further and told him to pack another and throw it out of the window, with the same result. This went on for some time, until at last a package reacher mother earth without a single plate broken. That is the Edison method.

Edison himself seems to have a sort of multiple switchboard by which at will he can switch his brain from one thing to another, thus making it possible for him to attack a dozen problems at once, whilst giving to each problem undivided attention when at work upon its solution.

Whilst he was working upon some abstruse calculations upon a sheet of yellow paper I noticed a boy standing behind him with a long paper in his hand. Very eager he looked as he waited to speak with the chief and very shyly he handed in his sheet, which was one of Edison's famous "questionnaires"—those sheets of a hundred and one questions to test a man's general knowledge.

The great man took it himself from the hand of the boy, and went through the answers with as much pleasure and concentration as though the fate of the world hung upon it.

"Anybody can see him," said one of his young employes—and then he added after a moment, significantly: "That is, if anybody has anything really to see him about." Nothing is too small or too great to escape the personality that is Thomas Alva Edison. I will not say that he is omniscient or omnipresent—but he is, shall we say, well on the way.

AS HE REALLY IS

Having had the close opportunity of watching Edison not only whilst at work in his laboratory, but in his human relationships with others, I have been struck by the extraordinary blend of shrewdness and "childlikeness"—I go no say "childishness"—which characterises this modern magician.

His absolute and childlike belief that his questionnaire really does represent a sort of touchstone for human intelligence and human capacity is something at which to admire and wonder and marvel.

If anything is more sure than another, it would seem to be that a man might answer every one of Edison's questions correctly and yet be almost useless in a laboratory, in a factory or in an office or consulting room. When the writer tried gingerly to point out that the photograph of a gentleman who had answered a surprising percentage of one of the Edisonian questionnaires displayed a most humdrum and ordinary looking individual, one could feel the atmosphere at once become chilly within the Edison laboratory.

But it is this very human side of the great man which endears him so much to his friends. He, like other sons of men less eminent and less assured, has set up his own private particular gods within his laboratory. His statement to a friend that he "could demonstrate the existence of God in his own laboratory" is but another example of his childlike belief in the all-power of science to span the cosmos. In a word, Edison has made science into a god.

Not least interesting is Edison's perfectly paralysing way of sweeping aside all experiments and their results, which, in his view, are "unscientific"—no least in the world of psychic phenomena, as will be demonstrated later in this series. For him, enshrined within the walls of material science, the psychic experiments and conclusions that the constitution of personality has been conclusively proved of Sir Oliver Lodge, one of the world's greatest physical scientists; Sir William Crookes, once perhaps the world's greatest first chemist; Alfred Russel Wallace, the contemporaneous discoverer of the principles of evolution with Darwin—all become as naught when they clash with what he would call "scientific" experiment.

In matters commercial, he is, as one of his closest friends said to me, "but a child," and this in spite of the fact that, as before stated, his is the brain which can always or nearly always gives to an invention of possibilities of commercial success, but that is on the inventive, not on the business side.

It is his "humanness" which perhaps makes him one of the happiest of husbands and, when he is not in his laboratory, "a real home bird." I am sure that no man on earth has a greater love for children and the child mind than the man who is himself a child. And I will venture to prophesy that the great Edison will never grow old and that when he passes over to the Great Beyond he will do so in a sort of white flame and like Russell Wallace and other old young men will more likely than not be found dead in his chair at his old deal table, a smile on his face.

His close friend, W. L. Saunders, who, during the war, helped him in the work of the War Inventions Bureau, which, during the struggle, examined literally thousands upon thousands of inventions, from methods for destroying the German fleet from New York to pins for hand grenades, told me a characteristic story of Edison's human side.

WHAT EDISON FEARS

It seems that very many years ago, it was decided at an international gathering of iron and steel experts in the United States, including many eminent Germans who had come from Germany, to make a pilgrimage to the world's first inventor—the man who is regarded by his scientific comrades as the doyen of them all. Saunders, the chief of the Ingersoll Drill Company, and himself one of the greatest living engineers and drill experts, happened to be with Edison at the moment when in the far distance they discerned a confused mass of eminent iron and steel experts pouring up the avenue to pay their respects to the big man.

Edison, with the extreme modesty which is his, turned around in despair, as though "looking for a rack where he might hide himself," and was only with difficulty brought back to the realities of the situation by his friend, who supported him at his side as a long line was formed of the horde of visitors, the man members of which, each of them, as he passed Edison and his card to the now perfectly bewildered inventor.

After a time, Edison's hands were full of cards, and when after a fresh accession of pasteboard the cards began to drop on the floor, he could stand it no longer but, throwing all the cards in his hands into the fireplace, he fairly bolted to the regions below where his workshop was and where, a few minutes later, his friend found him on his knees before a new electric rock drill, which he declared, between each revolution "would put Mr. Saunder himself out of business"—this with the childlike glee which he sometimes shows. He had completely forgotten his eminent visitors above, some of them in a state of peturbation that the great man was no longer to be found.

But even Edison doesn't know everything. His friends, who knows everything about drills that is to be known, after watching the new marvel for a few moments, said to Edison, to his discomforture: "Not this time." It seemed that the "pull-back" of the drill was too weak—something that Edison had not taken into account.

As a rule, however, one of the outstanding features of the Edison psychology is its extreme cautiousness.

I suppose that Thomas Edison gets his bump of cautiousness from his Scottish forbears. No other inventor has probably ever been so careful in his statements and conclusions.

The problem lying immediately in front of the further development of great cities like New York and London is the traffic problem. Already both cities are more or less disorganised during the "rush" hours, and in London, in particular, if no way be discovered of relieving the congestion, the world's metropolis will simply automatically cease to expand and even human beings will have to be forcibly prevented from migrating to the world's largest city. It has already been stated that New York itself has reached its limits both of expansion and population.

(Continued on Page 17)

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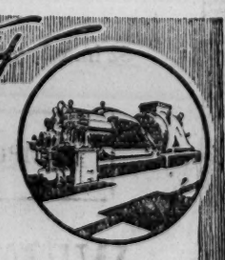

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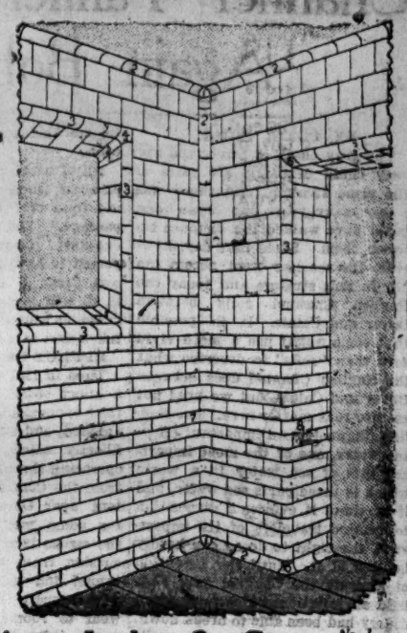

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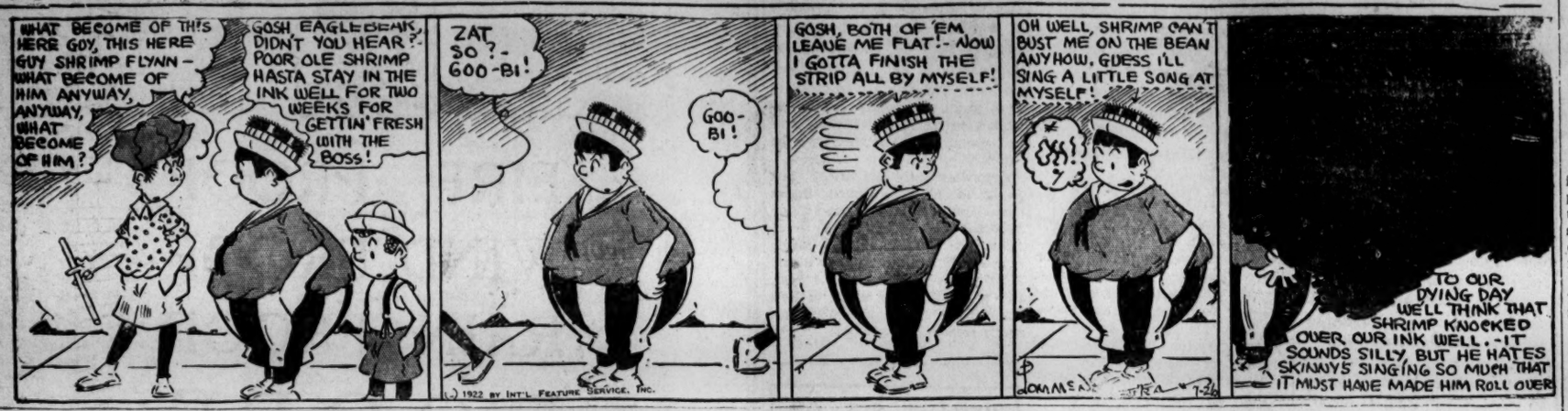
WHAT BECOME OF THIS HERE GOY, THIS HERE GUY SHRIMP FLYNN — WHAT BECOME OF HIM ANYWAY, ANYWAY, WHAT BECOME OF HIM?
GOSH EAGLEBEAK, DIDN'T YOU HEAR? POOR OLE SHRIMP HASTA STAY IN THE INK WELL FOR TWO WEEKS FOR GETTIN' FRESH WITH THE BOSS!
ZAT SO? - GOO-BI!
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GOSH, BOTH OF 'EM LEAVE ME FLAT! - NOW I GOTTA FINISH THE STRIP ALL BY MYSELF!
OH WELL, SHRIMP CAN'T BUST ME ON THE BEAN ANYHOW, GUESS I'LL SING A LITTLE SONG AT MYSELF!
TO OUR DYING DAY WE'LL THINK THAT SHRIMP KNOCKED OVER OUR INK WELL. - IT SOUNDS SILLY, BUT HE HATES SKINNY'S SINGING SO MUCH THAT IT MUST HAVE MADE HIM ROLL OVER

We shall never be contented
Till we're blesed by living there!"
—Stanton A. Coblentz.

* * *

"Will the Insects Survive Man" writes Garrett P. Serviss in THE CHINA PRESS. We should worry about that but we would like to know if they're going to eat us up or just continue to take toothsome nibbles.

* * *

"G. B." is continually coming into the office with a doleful expression and pulling something that upsets the serenity of the staid kwei (we think that means office, anyway.). Las' night firinst' he comes along and says where a fella's going to marry a widow lady named Elizabeth Smith who has four kiddies.

"Great stuff," sez G. B., "he gets a Lizzie and four runabouts."

A taxicab driver who knocked a man down in Los Angeles has summoned him into court for using abusive language and calling him names. Such disgraceful things should not be allowed. People who get smashed up or run down by motor cars must be reprimanded severely if they lose their temper like that!

* * *

The death is reported in the United States of Aridity of a poor man who broke his neck while trying to remove the aroma on the back of his neck after the doctor had massaged it with wood alcohol.

* * *

"Women are a decorative sex," Oscar Wilde wrote in one of his many wild moments. "They never have anything to say, but they say it charmingly. Women represent the triumph of matter over mind, just as men represent the triumph of mind over morals." We saw *her* at the Carlton last night, Oscar!

LARRY.

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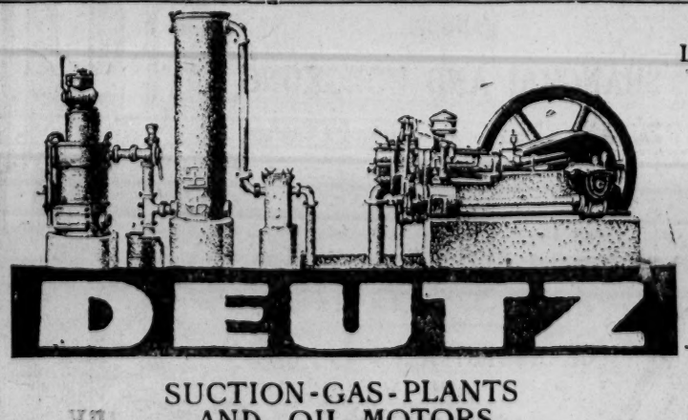

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Mid-Week Week-Ending

By Ring W. Lardner

Dureing the last couple months I have recd. hundreds of verbal and written complaints from all over the country in regards to the kind of weather which the govt., provides for Sunday afternoons and Sundays which is the time when 90 percent of our citizens enjoys a weekly vacation from their work and depends or them 2 days for practically all the pleasure they get out of life.

The complainants sets forth that all the doctors and board of health and etc. is always adviceing everybody to exercise and get plenty of fresh air and that Saturday and Sunday is the only time when most people has a chance to carry out this advice, but when it begins poreing rain every Saturday A.M. at 11 o'clock and keeps on poreing rain till 2 a.m. Monday morning, why how and the he—ll is anybody going to get the benefits of the great out doors unless they are a toad or a angle worm.

The boys who is hit hardest by the week end rains is the golf and tennis players and the boys that is interested in baseball either as a player or spectator.

They's no sadder sight than a st. car or train on a Saturday or Sunday loaded with men carrying their clubs and rackets or wearing that vacant look peculiar to the baseball fan and see all these poor ginks stareing out the window at a blinding rain storm which they are praying it will let up but they know d—m well it won't, and another bunch that is hard hit is the gals who has dressed up in their best bibs and tuckers with the idear of going to Coney or somewheres and grabbing themselfs off a handsome spender and wile they are still searching for same, along comes the heavenly shower bath and makes their holiday cloths look like a veteran deck swab.

Well friends I don't stand so good with the weather supply Co. that I can tell them what days to have sunshine and vice versa, but I have got a suggestion that it looks to me like it would solve the difficulty and provide people with good weather for their pla time and also make things more convenient around and my suggestion is leave the weather like it is at present but change the schedule of days so as to make the week end start on Wednesday at noon and last till Friday morning instead of Saturday noon to Monday morning like they have got it now.

It is a well known fact that it don't hardly ever rain on a Thursday and very seldom on a Wednesday P.M. So if all offices was to close up Wed. noon and not open again till Friday A.M. why employers and employees alike would be pretty sure to have the sun shine on their weekly holiday.

This would be a wise move if it done nothing beyond furnish a solution for the weather problem but think of how many other ways it would help everybody, like for inst. suppose you have got a automobile which you are in the habit of takeing the family out for a ride on Saturday or Sunday.

If the weather is bad they's no pleasure in rideing and if the weather is good, why the roads is so congested with other pleasure seekers that you can't get nowheres before it is time to start back.

But I have noticed that on Wednesday P.M. and Thursday, they's hardly any traffic on country roads and not only that, but the motor policemens generally ain't so thick on them 2 days though the ones you do meet is pretty thick irregardless of what day you meet them.

If you don't own no car, why in order to get to the golf course or the beach or wherever you are going, you half to take a train and it has been my observation that they's no time in the wk. when the trains bound for golf courses, beachs, and etc. is ½ so crowded as Saturday P. M. and Sunday.

Further and more the trains on most railroads have a differen schedule for Sundays which don't include no express trains but the trains stops everywheres and always late and all the trips is hot and dusty a specially if you are a gentleman and half to stand up. Whereas if the weekly holiday was Wednesday and Thursday, why you would be rideing on a regular week-day schedule and make very few stops and pretty sure to find a place to set dureing the ride.

As for the question of ease and comfort after you get where you are going, I guess they won't nobody deny that Saturday and Sunday is the 2 days when the golf courses is the most crowded and the tennis courts and beaches the same, to say nothing about the grand stand and bleachers out to the ball park. But if you visit these same places on a Wednesday or Thursday you won't get into nowheres near such a jam.

Another point I might bring up is the question of theaters. Practically all theaters has a matinee on Saturday, but a person that has Saturday P. M. off can't hope to go to more than one good matinee at once whereas if he has Wednesday and Thursday P. M. off he can go to the same matinee which he would of went to Saturday and another one besides.

In addition to all these points they's the matter of shopping. A whole lot of times a person will start off on their holiday and find out that they forgot their handkerchief or they ain't got no tennis shoes or something. Well if it is Saturday P. M. or Sunday the stores is all closed and you are up against it whereas if it is Wednesday or Thursday everything is open except a few saloons.

And one more point my friends. How often has your minister met you on the st. and asked you why you wasn't to church last Sunday morning and you had to tell him you was playing golf. But if you worked Sundays when they is church and played Wednesdays and Thursdays when they ain't church, the minister wouldn't know you well enough to speak to you let alone ask threatening questions.

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-:- Chin Chin -:-

The Turks are sure raising Hellas!

If Wu Pei-fu really does put his soldiers to making roads we sincerely hope he doesn't take the way they march and do squads right as a survey.

The last time we saw them drilling they'd meet themselves coming back when they executed a right about face.

And they'll very probably have to get civilian laborers to build the bridges because any of the mob we've seen would get gunshy if they got that close to water.

* * *

MA JONGG MURMURS:

"The males of the species call a woman they can't find out fascinating; they call a woman frivolous they have found out."

* * *

Miss Ima Hoot-Nanny is about to address a letter to the French Council protesting against changing the name of Route Voyron to Route Baree since she says she'g seen the new street name near the French Club.

* * *

REMARKABLE REMARKS

"The present service for the Visitation of the Sick is 'hark from the tomb a mournful sound' and we should banish it or set it in a different key."—Rev. George Craig Stewart.

"Passions are likened best to floods and streams; the shallow murmur, but the deep are dumb."—Sir Walter Raleigh.

"Love is like a landscape which doth stand smooth at a distance, rough at hand."—Robert Hegge.

"For the luvva Mike be reasonable!—King Constantine to the Unspeakable Turks.

"Hello Teecher."—Shanghai school kids.

* * *

"People who formerly laid down wines and rare cognacs no longer do," says a famous British wine dealer. We don't believe we ever saw that miracle happen either.

* * *

Of course, in the United States of Aridity such a terrible thought would never stir in the intelligence of the dear peepul. They'd drink it if they had to stand in line all summer as Stonewall Jackson said.

* * *

DISCONTENT

Up on the moon are treasures
We often have sought in vain,
For life is a round of pleasures,
And none are assailed by pain.

Each house has a golden steeple
And windows of silver light,
The rollicking, happy people
May caper from dawn till night.

But once they heard the story
Of our earth that shone on high.
And in envy of its glory
They began to weep and sigh.

"On that planet," they lamented,
"Things are truly gay and fair.

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Shanghai Cotton Mills Face Difficult Period

Shanghai might have been forgiven at the beginning of this year for experiencing a sense of better times for trade. The feeling was optimistic and it was confidently believed that we could look forward to better things this year, for during the past year and a half of stagnation the general stocks throughout the world were being depleted, and stocks in Shanghai as well shrinking steadily.

Merchants spoke glibly of the dawn of activity in Shanghai markets and hopes ran high that the new year would be a year of trade recovery for Shanghai. The year through which we are now passing has been so far anything but a normal one, a fact which is emphasised in reports of almost every trading concern in this Settlement. An acute depression in trade circles is being experienced, which, of course, has been reflected in the trade returns. Added to this, there has been a sense of nervousness which has prevented the Chinese dealers from operating. We are functioning in extraordinary difficult times, with broken exchanges, little demand for indigenous products and heavy stocks of inported goods. There are very few business houses today in Shanghai that are not losing money. A great many of them are carrying on with borrowed money, paying salaries out of capital, and indeed many of them are living on capital this year. Shanghai does not like it and there is danger that if prolonged for long many more firms will be compelled to put the shutters up.

In the present crisis in commerce in Shanghai some of the firms can easily weather the storm, and the principal factor that has enabled them and will enable them to do so is cautious and conservative trading. The present situation is so full of uncertainties that it would be futile to hazard a forecast as to the future. Like other large cities elsewhere, Shanghai has suffered a severe setback and business has been at a deadlock, so to speak. Moreover, the uncertainty as to the political future of China is one of the contributory causes, although, correctly speaking, not the predominating cause. This has no doubt created a state of nervousness in the minds of the Chinese in the interior, who are afraid of losing their cargo by the marauding soldiery.

The Allied statesmen have done little enough towards clearing up that large sector of the horizon which covers Central Europe and of which the darkest point at this moment centers over Germany. Till that gloom is lightened there cannot be any general progress of trade. How inexorable is the operation of the principles that lie at the basis of international trade relations is being proven day after day by the events which are taking place throughout the world of commerce, manufacturing and finance. The disruption of business by the war and its aftermath of difficult nolitical negotiations has been too profound and far-reaching in character to permit of any sanguine belief that recovery can be rapid. Markets in Europe can regain their power to import generously only as industries are stimulated into full movement again, and in many cases this is as yet far from being the case. Depreciated exchange is a double-edged weapon in Germany's hands. for advantage in selling is balanced by the disadvantage in buying.

* * *

An interesting announcement made by the China Homeward Freight Conference is a reduction on freight, operative from August 22 last. In the revised freights, beans and peas have been lowered to 33 shillings from 45 shillings, sesamum, llinseed, peanuts, apricot stones and mustard to 38 shillings from 50 shillings, shelled peanuts to 75 shillings from 100 shillings, hemp and bean oil in cake from 80 shillings to 60 shillings and ballast oil, from 112 shillings to 82 shillings. This reduction has been necessitated by the large number of Japanese tramp steamers seeking the Orient-Europe freight trade.

* * *

The Chinese is a born gambler, He gambles on anything. Gambling on rain is supposed to be a pastime with the speculators in India, where just before the monsoon breaks hundreds and thousands of professional speculators take very heavy odds on what particular day the break will come. Large fortunes have been known to be lost and the Police in India appear to be powerless to suppress it. It is known as "Bursat suta," and the pastime is indulged in principally at Bombay and Calcutta, two of the largest commercial ports of India.

The Chinese in Shanghai, although not as reckless as the Indian weather gambler, comes very near to him. He does not speculate or take bets as to when the typhoon is going to visit a particular area of China or what the damage from the visitation of a typhoon in an agricultural district may be, but he makes use of the state of the weather to rig and depress prices of certain commodities.

It was extremely amusing to see the Chinese speculators on the Cotton Yarn Exchange after the typhoon had swept Shanghai putting up and pushing doun prices. On Tuesday morning the sun was bright and prices were pushed down, because, according to the Chinese way of calculating, good weather would mean a good cotton crop. Later on it rained, and the market reacted sharply. In the afternoon when the rain ceased the rates on the Cotton Yarn exchange sagged, the sole reason for these fluctuations being the state of weather in Shanghai at the moment. This is a mad world, my masters. Although the fluctuations were not very big during the day, being about a tael difference between the highest and lowest quotations, the incident is a sufficient commentary upon gambling propensities of the Shanghai Chinese. These conditions prevailed throughout the week, overcast skies signalling an upward market, or to put it mildly, a bullish market, while a bright cloudless day heralded victory for the bears. Of course, this stupid manipulation of the cotton yarn and cotton markets will cease as soon as the cotton crop comes on the market.

* * *

Friday was a red letter day in the calendar of Chinese cotton growers They had looked forward to it with wistful eyes, for it heralded to them the dawn of safety from the devastation of typhoons. It is known as "Pailu Day", or what in our own parlance would be called "The White Dew Day." The Chinese agriculturist believes that if the weather remains good on that day the cotton crop will not be further visited by any damage or floods. A wet Pailu Day signifies damage and floods.

It is reported that in some parts of Tungchow the cotton crop has suffered damage to the extent of 30 percent and in other parts to the extent of 10 percent. On the whole it is not believed that the damage could have exceeded 15 percent to 20 percent The Tungchow district is expected to yield about three million piculs of cotton, according to the Chinese Mill Owners' Association. The small damage caused by the last typhoon is infinitesimal as the crop, on the whole is a good one. In spite of the typhoon, the growing season has been an extremely good one, but the next couple of weeks constitute an anxious period to the farmers and also to the cotton merchants, for a great deal depends upon the happenings in the meantime.

The cotton crop in the Shensi district has been poor by reason of the draught experienced there. It is difficult to conjecture the approximate yield from this district, but estimates place it at about 300,000 piculs. What is known as "yield" is the quantity that is actually marketed, and the estimate does not take into consideration the amount that is consumed in the interior, which is usually not large.

Shanghai district is expected to give us about a million piculs, and the cotton from Hankow about 1,300,000 piculs. Shanghai is estimated to contribute about 150,000 piculs and Tientsin about 800,000 piculs. The staple from Hankow is already dribbling into Shanghai but in small lots. At the beginning of next month the Tungchow crop will be on the Shanghai market and so will the crops from the district of Shanghai, although earlier than Tungchow. Small parcels of Shanghai cotton have already appeared on the local market and these will soon be increased. Shensi will be with us in November.

* * *

How the new crop will eventually pan out will depend largely upon the state of the weather during the next few days. A very limited business is being done in Tungchow cotton at Tls. 29 per bale for November and December delivery and machine ginned at Tls. 28. A small quantity of Hankow cotton has been shipped from Shanghai to Japan at Tls. 29.25 and consisted of the second grade, which is not for spinning but for padding. Mills are picking up cheap cotton in small quantities, but they will have to buy larger quantities sooner or later as it is reported stocks of the staple in the mills are not large. Stocks of cotton yarn in the local mills have declined slightly as there is a small export into the interior of China. There seems to be a tendency among the Chinese buyers to make purchases of their yarn requirements on a declining market.

The buying has been for some days for Szechuen province, despite the prevalence of political disturbances, which has caused the Yangtsze River steamer service to be somewhat reanimated. The protection of merchantmen plying between Ichang and Chungching is being made by the commander of the Szechuen troops and the navigation of the Yangtsze between the two ports has been ensured, and steamers which had suponded navigation have resumed their sailings. A severe freight competition is being waged among Chinese ships, and the rate on cotton yarn has dropped to 33 taels.

If the present dull market for cotton yarn continues, the local cotton spinning and weaving mills will experience very hard times. The demand for cotton yarn should set in when the Chinese agriculturists begin to dispose of their stocks of cotton, which will give then the necessary money to buy luxuries, like cotton yarn and cotton goods.

At present market prices of cotton and cotton yarn the Shanghai mills could make a small profit. Should the price of cotton go up a little and the price of cotton yarn decline slightly there well be no profits for the mills. None of the local mills apparently are audacious enough to sell their present holdings of cotton yarn at loss and await till the crop of China cotton comes on the market and make their purchases, when it is anticipated that low rates will be ruling. Such a step would be in the nature of a great gamble on the part of the cotton mill, for no one can with any degree of certainty say that the new crop will fetch cheap rates. If Chinese cotton commands a low market value in Shanghai the chances are that the staple will be exported to India, England and America. Theoretically, if cotton advances yarn follows suit.

* * *

The fluctuations in the price of cotton will depend to a great extent on the nature of the arrivals from the cotton-growing districts. We have seen this in the case of Chinese wheat. The crop was an excellent one and every one was extremely sanguine that the idle flour mills of Shanghai, when the wheat season opened here, would be hard at work grinding. what have we seen? The Chinese farmer has been holding up his supplies and sending down very small quantities. Although prices were forced to remain at a high level the policy was wrong inasmuch as it compelled those mills that started to work to close down and has driven the consumers to import from abroad something that they could command at their own doors.

It is not likely that such an experience will be witnessed by the cotton mills who in passing, it may be asked, naturally would long to see high prices pravailing for cotton, thus ensuring them against cheaper manufactured goods. It certainly does not appear as if prices for cotton are going to be high. On the contrary, it would appear that a period of cheap prices is going to set in very shortly and is likely to continue throughout the season.

The horizon is dark for Shanghai's cotton mills this season if the present portents can be correctly interpreted. How these local mills will negotiate the Scylla and Charybdis that faces them and which will require the greatest skill to pass safely will be seen later.

The stocks of cotton yarn in Shanghai after having jumped up to 100,000 bales, are now about 80,000 bales. There are very small stocks of unsold Indian cotton; there have been some arrivals but these are against contracts made with the mills previously.

If the yen exchange rate becomes favorable there is a fear that Japanese yarn will pour into Shanghai once more. All that is required is an improvement of the yen exchange rate, or in the alternative a decline in the price of the stuff in Japan, and we shall be chronicling the importation by Shanghai of Japanese yarn. There is a slight gap to be filled up, and as soon as this can be bridged it is stated there will be large arrivals of cotton yarn from Japan.

According to statistics just published by the United States Department of Commerce China imported from the United States in June last 5,283 bales of cotton against 4,812 bales in May last and 18,865 bales in June of last year. Due to the jump in cotton in New York buyers in Shanghai found the staple somewhat expensive.

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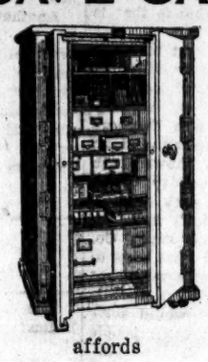

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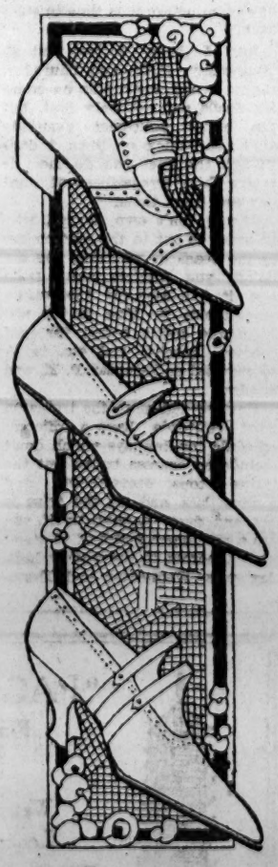

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System Makes Inventions Potential, Declares Edison

(Continued from Page 14)

owing to the traffic problem, it now being proposed as a temporary solution to reclaim the foreshores of the Hudson.

I asked Edison how he proposed to solve this urgent, dangerous problem, and once more was astonished to find how the great inventor not only kept his feet upon solid earth but even rooted them deep into that earth.

With the temerity of the tyro I had suggested to him that the "obvious" solution was taking the foot passengers up to the rooftops in elevators from central clearing stations, whether in London or New York; placing them in large passenger ships, slung from overhead cables and driven by air propellers, as the Germans are beginning to drive some of their railway trains, and so transport them easily and evenly out to suburbs, lying in the case of New York as far as fifty to a hundred miles in New Jersey and other districts. But Edison would have none of it. "Why go up into the air," he asked, "when it is possible to go down into the earth?"

I pointed out that already—in London, for example—the earth was so honeycombed that buildings, like St. Paul's Cathedral, were already subsiding.

"Then go deeper," was his comment.

"What is to prevent people going down two or three hundred feet? What does it matter if a man takes four or five seconds more on the downward journey than at present in the tubes? In London you are built on chalk, I believe. Then, go down into the chalk—an easy medium for excavation. Build your tubes deeper and multiply them as much as you like. In a city like London there is nothing to prevent a sort of spider's web of tubes lying beneath anything now laid down, and below that again another spider's web. Go down three or four hundred feet if necessary, or more.

SOLVING TRAFFIC

"What the deep level mines in the Transvaal did we can do in London and New York. Of course, it is not unfeasible for people to go 'up in the air,' as you suggest, but here in North America our heavy storms constantly cause trouble to overhead cables and wires. Go down. That is the solution."

Then he showed how, at the "rush hours," the whole floating populations of New York and London, instead of the usual nightly orgies in their attempt to reach home and rest, could be cleared out of the hearts of the cities within the space of an hour or two, without crowding or inconveniences.

One will not say that the great man is "of the earth, earthy," but he certainly is not transcendental in his feelings about life and the future.

It is now rapidly becoming apparent that at any moment some inventor, perhaps Edison himself, may find a method of tapping the absolutely unlimited power lying to hand of the earth currents, etc. If mankind discovered a source of practically costless, unlimited power, it is obvious that cyclonic changes would be effected in the life of the human.

And so it was that I ventured to ask Edison: Surely, if we get some such power, will it not at one stroke wipe out all the struggle between capital and labor, simply because labor-power being abolished through such unlimited machine power, and the price to be paid for labor power being today the only bone of contention between capital and labor, the labor question would simply cease to exist?"

HARNESS EARTH

Of course, Edison replied tacitly, agreeing to my contention so far as the labor question was concerned, but always having in mind the urge to struggle inherent in humanity, "the motion of the earth alone could give us all the light, heat and power we want, and that many thousand times over, and some day we may harness that motion—there is nothing impossible in it—just as we may one day possibly harness the rise and fall of the tides and prison the rays of the sun, but," and he paused with that inscrutable smile of the child, "struggle is inherent in humanity, not only between capital and labor, but between the man who has and the man who has not—between the 'Haves' and the 'Havenots.' The coming of limitless cheap power will not change that inherent vital principle so deep in humanity which is the mainspring of evolution. However limitless such power, however easy of application, no human being can live long without work. Individuals here and there may do so for a time, but eventually the restless, struggling human will find work of one kind or another to do. Such work may not always take the same form—yet it will be work, whatever the form of that work."

CAPITAL AND LABOR

And then this kindly gentleman, smiling in gentle considerate derision, used the following notable words: "The trouble between capital and labor is that the workman does not grasp the complexity of the modern system of manufacturing and production and the thousand and one problems attaching themselves to such a power problem as that to which you refer, and the capitalists have too many 'stinkers' among them."

His face lighted up in one great illuminating smile as he used the expressive word. It was that delightful "humanness" of Thomas Edison which makes him beloved of his workmen as of the employers. It is the equality which perhaps explains the willing, generous service given to him by so many of his workers.

It bore out what a prominent labor leader once said about Edison: "Take a single really intelligent and farseeing man from the labor leaders, give him a free hand and put him at a table with Thomas Edison—and the labor problem could be settled within a week, and for our time."

The Edison mentality, as a matter of fact, it was obvious to the observer, is an excellent blend of conservatism and progress. One realises from every word how this man feels that the workman should have literally every cent that is due to him, but he also feels, because he has proved it in himself, that hard work, as such, provided it is interesting, prolongs, not shortens, a man's life. One feels that Edison at least would be willing to guarantee a living wage and so secure the life standard to all workmen if—and it is a big "if"— the workman on his part would agree to put his back into it when he is at work. In a sense the inventor occupies a midway position between employer and employe, a position which makes him in a peculiarly favorable position to act as arbiter.

Edison's own private method, I have been told, is not to pay gargantuan salaries to his employes even to those who occupy prominent positions and who are of years' standing, but to interest them in their work and show them to what hard honest work may lead and what it can lead to the interest of life. In fact, some one who knows him well and is one of his greatest admirers frankly regarded the comparative modesty of the salaries offered as a disadvantage, as men might be apt, after having learned the Edisonian methods, to be tempted to seek work elsewhere at big pay. It is indeed a unique tribute to the Edison personality that, despite what has been said, it attaches employes to it over long periods of years and extracts intensive and willing service. Edison has the Napoleonic capacity to draw out from the privates in the army everything that they have to give of brains or capacity. Yet what is true is that every Edison employe, from boy to manager, like Napoleon's soldiers, carries in his pocket a marshal's baton. He can, and frequently does, reach the topmost place in the world of science and invention.

How France Might Lighten German Load

(Continued from Page 14).

the devastated districts. Extremists of this school of thought are prepared to act with or without British agreement.

On the other hand, there is a very large and growing body of opinion in France not only against further military action in Germany but also dead against any policy that would alienate British support, which is their one mainstay against future German aggression, for they are prepared even to sacrifice some of their interests provided England reciprocates generously not only by cancelation of French debts but by a definite pledge of aid in the event of future war with Germany.

It is, I think, certain, apart from a great deal of nonsense written in sensational papers, that there are secret forces and movements in Germany today preparing for the overthrow of the republic and I am firmly convinced that their failure can be secured only by new and generous concessions to German democracy by England and France. But there again many French, I know, believe that such concessions inspire and encourage German militarists. They have the right to this belief. It is an uncertain factor in future history. In Britain there is not quite the same conflict of doubts and uncertainties as in France. Apart from various groups and individuals, quite important but not numerous, the body of public opinion in England, so far as I can gauge it, is impatient of French fears, rather too intolerant of French claims and more and more friendly to German democracy.

This is not in the least due to unfriendliness with France, but to the English characteristic of not hitting a man when he is down; and the English business man is supported by the immense pressure of pacifist idealism which has taken possession of all classes. They may be living in a fool's paradise. They may credit Germany with honesty which is not hers. They may be too careless of French hostility and strength. They may believe there is peace when there is no peace. But in any case, wisely or unwisely—and I am bound to say I think wisely—there is an undoubted majority in Britain forcing the hands of Lloyd George, dictating the popular opinion policy of generous treatment to Germany, not inconsistent with generosity to France, by washing debts.

Unfortunately, generosity to Germany is regarded by France as treachery to her; and in politics as in private life it is impossible to be all things to all men. Nor is popular sentiment the same thing as statesmanship, and Lloyd George must wonder how he is going to be generous both to France and Germany and save both from bankruptcy at a time when there are a million and a half unemployed in Britain, when there is an income tax of 5s. to the pound, when there will be less revenue next year to finance the British budget, when British taxpayers will be burdened, too, with £50,000,000 a year interest on the American debt. That is a pressing problem which is being discussed wherever three Englishmen meet together, and they never reach an agreement on the way to solve it.

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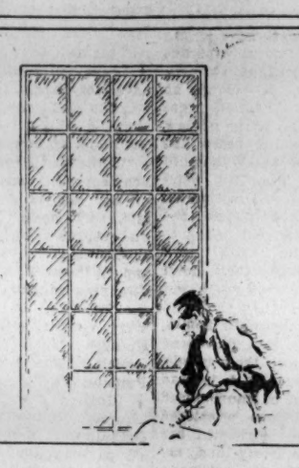

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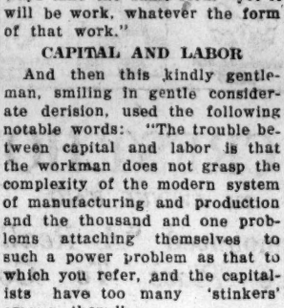

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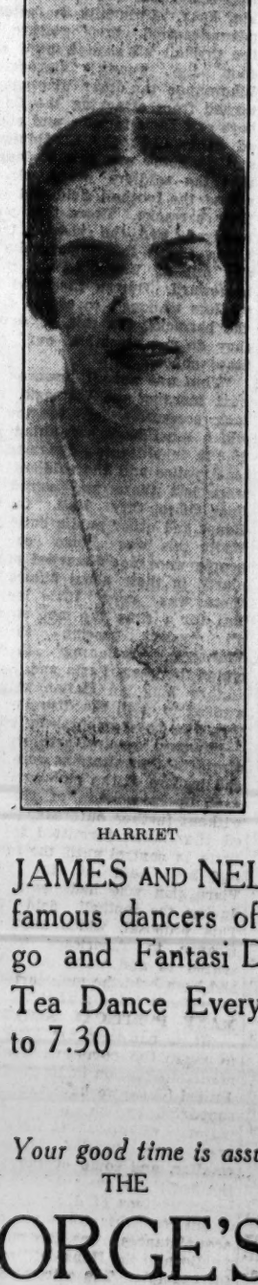

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Fascisti As A Safety Valve

BY HENRY ROOD

"Despite violent fighting between Fascisti and extreme Socialists, there is not the remotest chance that Bolshevism will gain the upper hand in Italy," according to Joseph Spencer Kennard, an American authority on Italian life and literature. "Excepting for possible sporadic disorder here and there, we may look for a gradual quieting down throughout the kingdom, and eventually a period of encouraging tranquility which will be due, in large measure, to confidence resulting from a renewed spirit of patriotism. As a political party with many wings the Italian Socialists are much weaker than they were a few years ago. On the whole, in my opinion, the Fascisti have been a good thing for Italy."

Dr. Kennard, who is at present in New York, has spent a large part of the last thirty years in Italy. His novel "Memmo" is a study of Socialism during the Florentine riots. Two other novels, written in Italian, and a third in Latin, have not had English translations. His volume "Goldoni, and the Venice of His Times," was published by Macmillan two years ago, while Brentano's are now issuing another, "Italian Romance Writers." In 1904 his addresses at the Sorbonne were delivered before the Forty Immortals of the French Academy. In recognition of his Italian studies he has received many degrees, among them Ph. D. from the University of Chicago, L. H. D. from Colgate, D. C. L. from Des Moines and Litt. D. from the University of Paris, while he is one of a very few Americans on whom has been conferred that high intellectual honor, Doctor of the Sorbonne.

The Fascisti, he explains, are a brotherhood which arose in Italy after the war, when there was a great letdown in general morale. At this time the Socialists and Communists seemed to get control of affairs and had the largest compact voting body in the Chamber of Deputies.

"Everywhere in Italy," Dr. Kennard continued, "there was a great revulsion of feeling and general dissatisfaction owing to the belief that in the war settlements Italy had been 'sold out.' We all remember the international intrigue over Fiume, of course, and Socialists as well as Communists made a great point about this alleged selling out. To extend their power they attempted an alliance with Bolshevists, but an investigation in Russia brought a terrible disillusion to the moderate Socialists. With this came apathy on the part of many Italians, who seemed to be discouraged from trying to do anything constructive. Yet from another part of the people came a great rebirth of patriotism, which resulted in a party composed of Italians who took the name Fascisti—a form of militant nationalism—to uphold national interests and to oppose the Socialist, Communist and anarchist parties.

"In a general way this may be understood by Americans who follow international developments but it is necessary to keep the facts in mind. Meantime another party arose to oppose socialism in the name of the Catholic religion, and they have taken the name of the Popular Party. But the Fascisti is the party of combat for upholding militant nationalism in Italy and putting down the disintegrating socialistic propaganda.

RECENT DEVELOPMENTS

"As to recent riots and battles between Fascisti and Communists, it may be said that this latest phase of the situation dates back to May 24, anniversary of the day when Italy entered the World War. On May 24 the Fascisti were holding a great parade in Rome, and while passing through a part of the city largely inhabited by Socialists and Communists, they were fired on from some of the houses. At once the parade halted, many leaving the ranks and rushing into the homes nearby, which were searched. A riot broke out between Fascisti and residents of the district, which became a veritable battle by the time police arrived. The fighting had assumed such proportions that, in order to prevent it spreading dangerously, the police opened fire on both the Fascisti and their opponents.

"News of this quickly was flashed throughout Italy and created a terrible uproar, which resulted in a great rally of Fascisti everywhere. A few days later, on May 27, uprisings of Fascisti occurred in several places, among them Genoa, Bologna, Trieste, Allesandra, and Parma—the Fascisti attacking Communists and extreme Socialists in the name of Italian nationalism. The end of May found the city of Bologna occupied by Fascisti and turned into an armed camp. Villages outside the city, controlled by Socialists and Communists, were bombed, and were cut off from telegraphic and telephonic communication with the rest of Italy. Mayors of various villages and communes were forced to resign, while labor temples, or labor headquarters, were burned.

"What the Fascisti were trying to do, of course, was to wipe out opposition to the national Government. Originally, it should be remembered, the Fascisti were supposed to be the party of law and order; while for years the Socialists were the party that did the terrorising. There is grim humor lurking in the realisation that now, for the first time, the Socialists have been compelled to swallow some of their own medicine. Naturally they don't like it. They don't see much fun in bomb-throwing when they and their homes are targets for bombs. Furthermore, the fact has been forcibly brought into their minds, during recent days, that instead of being composed of unorganised and untrained groups scattered over Italy, the Fascisti are organised along military lines, act under orders and act, moreover, like an army, a large proportion of their members being former soldiers." Dr. Kennard related an amusing experience which he witnessed in the Summer of 1920, when he was living in a villa near Viareggio, on the Mediterranean, thirteen miles from Pisa, near the spot where Shelley's body was cast up.

"A football game was scheduled that Summer afternoon," he said, "to be played between the Viareggio team and a visiting team from Lucca. As the match went on, the Lucca boys displayed strength and ability, in fact showed themselves a winning team. This aroused the wrath of a mob of Viareggio ragamuffins who had gathered to witness the contest, and they attacked the Lucca players and friends who had come there to see the game. In the twinkling of an eye the football match was transformed into a riot—the fighting spirit or instinct seemed to explode all over the place. Close by the field stood barracks of the Carabiniera—perhaps the finest body of military in all Italy, who remind one, in some aspects, of the New York State Police and the Pennsylvania Mounted Constabulary. They turned out of barracks and swept into the football field.

A DOUBLE-BARRELED RIOT

"To calm the mob, and to show his faith in the Carabiniera, one of the most popular young men in Viareggio—wounded in the war and regarded as a local hero—tried to prevent the soldiers from attacking the mob. Running up to one of the advancing soldiers he took hold of his rifle with one hand, and tried to push him back. Unluckily the soldier misunderstood this gesture, in the turmoil all around him, and shot the young Viareggian. Whereupon the other Viareggians turned from attacking the Lucca boys and their friends, and started in to fight the Carabiniera; and so fierce was this onslaught that the soldiers were chased across the football field and into their barracks. There they were besieged, and the visitors from Lucca seized this opportunity to slip out of Viareggio and start homeward. During the night the soldiers managed to escape from the barracks. In this, of course, they do not resemble our own State police.

"That was not all, however, for next morning the Viareggio mob took possession of the town—which must have something like 25,000 inhabitants—disarmed the local police and the soldiers who were left there and seized the Post Office, City Hall, Custom House and other public buildings. While this was going on the people were not disturbed particularly in their usual affairs and there was very little looting. But for a time the mob stopped all trains passing through Viareggio, including through trains between Paris and Rome. Before long an Italian warship arrived to quell the disorder, and then the Government sent troops—infantry, cavalry, artillery and aircraft. Consultations were held, and leaders of the mob agreed to give up possession of the city without further outbreak, provided they were permitted to continue in control until the funeral had been held of the young Viareggian who had been shot during the football field fight. This proposal, which may seem strange to Americans was assented to and when the funeral had been held the mob surrendered without firing a shot.

MANY POLITICAL SEGMENTS

"It is not easy for Americans to grasp the complexities of the political situation in Italy. In the United States we have two parties supported by an overwhelming majority of voters. In Italy there are many parties, larger or smaller, and some of these, like the Socialists, are subdivided into many sections of differing views. I can remember when one of my acquaintances was the only Republican in the House of Deputies, for example. The extreme Socialists, or Communists, want to make any government impossible. Their avowed plan is to bring on a period of anarchy, in the hope that from it will emerge communism pure and simple, with the downfall of all authority from above, and an 'era of the brotherhood of man.' My own opinion is that while the Fascisti undoubtedly have been lawless in their attempts to suppress disorder, yet they have prevented Italy from going into a social revolution, of which there was real danger. Furthermore, they have very badly frightened Communists and extreme Socialists by showing that two can play at the game of terrorism.

"Hitherto the party casting the heaviest vote has been composed of the various groups of Socialists, each having its own leader and representing all degrees of socialism, from extreme communism to those of moderate beliefs. The next largest party has been the Popular, or Catholic, Party. Very violent scenes have continually taken place between Socialists and members of the Popular Party.

"Until a few years ago the Church counseled all good Catholics in Italy to abstain from all participation in the Government, even from voting at the polls, in order to show their attitude toward the Government's treatment of the Pope, whom they still were fond of calling 'the Prisoner of the Vatican.' Then, a few years ago, the late Pope gave the faithful permission to enter politics and form a party, which, as already has been mentioned, took the name of the Popular Party. The Socialist Party is extremely anti-clerical.

"It looks to me as if the Italian Government, having witnessed efforts of the Fascisti to suppress the Socialists, may extend somewhat the martial law already proclaimed in certain areas—thus suppressing both Fascisti and Socialist uprisings, and eventually restoring law and order. Furthermore, I wish to say emphatically that in my judgment there is not the remotest chance of Italy going Bolshevist. She has her troubles—her industrial, financial and political difficulties—but she will pull out of them in good time. Italian civilisation, Italian culture, has endured for a long time, and it will long endure in future."

Dr. Kennard and members of his family will sail in a few weeks for the Orient, where he expects to remain until he finishes writing a history of the Italian drama, upon which he has been engaged for many years. He has found it impossible to do this work in the distractions of life in a large American city.

Viviani To Reply To Kaiser's Memoirs

Publication Of Former French Premier's Answer Will Follow At Once

By CYRIL BROWN

Berlin, Aug. 12.—The Kaiser will receive quick and full response to his memoirs from an authoritative source. Clinton T. Brainard has just succeeded in signing up France's war Premier, Viviani, to write a book of 75,000 to 100,000 words as France's answer. The title of M. Viviani's book will be, "The Mistakes of the Kaiser."

Serial publication will begin throughout the world one week after the last instalment of the Kaiser's book in France. It will be serialised by the Matin, with Hachette as the book's publishers. Mr. Brainard acquired the world rights for the largest figure ever paid to a French author.

M. Viviani has already begun writing the book. Later he will drop all other business and private affairs and go to Algeria to devote himself exclusively to completing the work. It was difficult to persuade M. Viviani to undertake this task which entails heavy sacrifice, including neglect of profitssional work. He finally decided when the patriotic side of it was pointed out to him, exclaiming dramatically: For France! Ah, for my France I would do anything!"

Ancestral Homes On Auction Block

BY JOSEPH W. GRIGG

Britain's great land barons, under the pressure of taxation, continue to throw on the market great tracts of land which for centuries have remained in the unquestioned possession of their families. Castles and cottages, farm lands and shooting preserves, have come under the hammer or been sold privately in this great disgorging process which for the last four years has shifted a large part of the British Isles from the noblemen whose families had held them for many generations to humble cottagers, to real estate syndicates, or to the new rich. Thousands of acres, worth many millions of dollars, have changed hands in these historic after-war years, and almost unknown to the mass of people except for the inconspicuous notices which have appeared in the English newspapers of inpending sales of ancestral seats.

All those who have thrown their land on the market have told the same story; taxation makes it impossible to continue the role of land baron. Whole towns have been affected in these sales Wonderful works of art and priceless tapestries and literary treasures have gone along with the dispersal of some of these estates. And, of course, the end is not yet; for no Briton expects that during his lifetime there will be any appreciable relief from a system of taxation that requires one-third of an income of £3,000 to be paid to the state.

Only recently the Chancellor of the Exchequer has consented to cutting a shilling off the income tax, which means that it now stands at five shillings in the pound instead of six, a relief, of course, but not a very appreciable one.

It is only necessary to turn to the disposal of land by a mere handful of the land barons to ascertain what a huge acreage has changed hands. Perhaps the record disposal rests with the Duke of Sutherland, the greatest of the land barons, who is reputed to have owned 1,000,000 acres, mostly in Scotland. Up to the present year the Duke has sold at least G.$4,000,000 worth of land, some of it going to real estate syndicates but much of it to small holders. In many instances, before selling off large tracts of their estates, the land barons have given tenants an opportunity to buy their homesteads and a modest number of acres. The tenants have often felt the change in ownership almost as keenly as the land baron, because for centuries their ancestors have occupied these houses and tracts of land.

Other big landowners, who have disposed of thousands of acres of estates that have been held since England's Kings enjoyed the right to chop off the heads of offending wives or subjects, bring up the total sales to something between G. $300,000,000 and G. $500,000,000 in the last four years. The most prominent of these are the Duke of Hamilton, Lord Stalbridge (who recently sold the town of Shaftesbury for G. $2,310,000), the Earl of Pembroke, whose disposals have amounted to nearly G. $1,000,000; the Earl of Dudley, G. $605,000; Duke of Buccleuch, approximately G. $1,000,000; Lord Anglesey, G. $760,000; Duke of Westminster, Duke of Devonshire (his famous London house in Piccadilly), Lord Crewe, Sir Robert Peel, and the latest, the Duke of Richmond and Gordon, who has notified his intention to sell 60,000 acres of arable land in Scotland, valued at G. $2,500,000, yielding a yearly rental of G. $125,000. These estates of the Duke of Richmond and Gordon go through six parishs in Aberdeenshire, and include many farms noted for the breeding of high-class pedigree shorthorn and Aberdeen Angus cattle, Clydesdale horses and commercial stock. In announcing his intention to dispose of his lands the Duke said:

"In view of the long association, extending over many generations, between my family and the estate it will readily be believed that only grave necessity compels me to do so." The Duke then explained that the income from the estates was not sufficient to meet the calls of local taxation. Like must of the other land barons, he is giving his tenants, the ancestors of some of whom have been on the estates for 300 yaars, an opportunity to buy their cottages and adjacent farm lands.

It used to be argued by the British Socialists that 35,000 persons owned all the land in the British Isles, some of them through rights which were very obscure and, in fact, in some instances, because their hardy ancestors had seized them at a time when knights were really bold and able to get away with robbery so long as they paid fealty to the King. But in the last four years the auction block has brought the landholders up to hundreds of thousands, some profitters, come big real estate syndicates, and many thousands of small landholders. Hardly a day passes that some old baronial hall is not advertised for sale or for rent. Numerous famous old houses in London itself have changed hands. An American is the tenant of historic Lansdowne House. The famous Devonshire House and its site has been sold and will eventually be replaced by a hotel or a theater. Even the Prince of Wales has sold some of his Duchy of Lancaster estates and King George has got rid of some acres in the Isle of Wight. The King's desire to sell off some of his lands was to help defray the expenses of his court, not wanting to ask for an additional money grant from Parliament to meet the deficit.

It is a sign of the times that many titled Englishmen, formerly with big estates, have recently gone into business, some in the financial quarter, some in commercial enterprises, and the Earl of Warwick is now a director in a fashionable clothing establishment for women. The American tourist looks with awe upon ivy-grown castles, little thinking that the owners are often head over heels in debt and hoping to sell or rent the old ancestral hall to some horny-handed American millionaire.

During the war several well known families lost all their heirs and the estates have since been broken up. This has resulted in some priceless art and literary treasures finding their way into the salesrooms of the British capital and into the hands of American buyers.

American purchases of art and literary treasures in Britain in the last 28 months have amounted to G. $20,000,000, not including the famous "Blue Boy" of Gainsborough, or the literary treasures recently acquired by Americans at the Burdet-Coutts sale here. These purchases were made through London, and do not represent by any means all the private purchases. The fear that the near future will see even greater inroads made by American collectors has once more led to a demand by certain members of Parliament that a tax be placed on all such sales. But this move so far has no Government sanction if the works of art or literary treasures are sold during the lifetime of the owner or within five years of his death.

A well known dealer in antiques here said the other day that his clientele had completely changed as a result of the war: "Some of my customers haven't the slightest notion of the value of antiques. They leave it to me or to other dealers to pick out things for them. Before the war my customers knew what they wanted, realised the value of the things they were after, but they can no longer invest money in antiques; in fact they have in many cases sold their homes and their treasured antiques and are trying desperately to live within their means. One of my customers now is a woman who wears a pearl necklace wherever she goes. It is worth G. $500,000. I hate to sell her antiquities because she doesn't know anything about them. She does it because she wants to ape her betters.'

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The China Press
大陸報

SHANGHAI, SUNDAY, SEPTEMBER 10, 1922

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Business and Official Notices

Regio Consolato Generale d'Italia in Shanghai.

Regnando Sua Maesta' Vittorio Emanuele III per grazia di Dio e volonta' della Nzione Re d'Italia Il R. Tribunale Consolare Italiano in Shanghai composto del Signor Giuseppe Biondelli R. Vice Console Presidente, e dei Signori Cav. Ernesto Denegri e Giuseppe Giachino, Giudici Assessori. Visto che la Societa' Anonima FAR EASTERN BANK con sede in Shanghai registrata presso questo R. Tribunale Consolare Civile e Penale con rogito addi' ventinove agosto millenovecentoventuno non ha piu i requisiti voluti dalla Legge Italiana e non ha piu capitali Italiani.

Constatato che l'Amministrazione di detta Societa non ha proceduto e non procede regolarmente e conformemente alla Legge.

Vista la dichiarazione degli attuali Direttori della Banca stessa Signori Roberto Alba e J. Oshima, secondo la quale non e' piu possibile attendere la riunione della assemblea generale degli Azionisti per deliberare la liquidazione della Societa', date le critiche condizioni dell' Istituto stesso.

Visto il ricorso dei Direttori stessi col quale essi hanno chiesto e chiedono al R. Tribunale Consolare Italiano in Shanghai di provvedere alla liquidazione della Societa' ed alla nomina di ufficio dei relativi liquidatori.

DECRETA

A cominciare da oggi nove settembre millenovecentoventidue la Societa Anonima Far Eastern Bank e sue figliali ed agenzie e' dichiarata in stato di liquidazione.

A tal fine il Tribunale Consolare Italiano in Shanghai ha nominato e nomina liquidatori di detta Societa' i Signori Dottor Oscar Fischer ed Avvocato Giacomo Maranzana, ai quali vengono conferite le facolta' loro consentite dalla Legge ed ordina la trascrizione, affissione e pubblicazione del presente Decreto nei modi e termini stabiliti dall' Articolo 90 del codice di Commercio. Cosi' deliberato in Comera di Consiglio il giorno otto settembre millenovecentoventidue.

Il Presidente Del Tribunale Consolare
fto: Giuseppe Biondelli
R. Vice Console d'Italia

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R. Consolato Generale D'Italia in Shanghai

Regnando Sua Maesta Vittorio Emanuele III Per Grazia Di Dio E Volonta Della Nazione Re D'Italia

Il R. Tribunale Consolare Italiano in Shanghai, composto del Signor Giuseppe Biondelli R. Vice-Console d'Italia in Shanghai, Presidente, e dei Giudici Assessori, Signori Giuseppe Giachino e Cav. Ernesto Denegri

Visto che la Societa Anonima "INTERNATIONAL GOLD & SILVER CURRENCY STOCK & PRODUCE EXCHANGE LTD." con sede in Shanghai, registrata presso questo R. Tribunale Consolare Italiano con rogito addi trenta settembre millenovecento ventuno, non ha piu i requisiti voluti dalla legge Italiana e non ha piu capitali Italiani

Visto che non e stato mai provveduto dal Consiglio di Amministrazione alla riunione della Assemblea Generale, come e voluto dallo Statuto e dalla Legge e come era stato richiesto dal R. Tribunale Consolare Italiano per decidere della liquidazione della Societa

DECRETA

A partire da oggi, nove settembre millenovecentoventidue, la Societa Anonima "INTERNATIONAL GOLD & SILVER CURRENCY STOCK & PRODUCE EXCHANGE LTD" e dichiarata in stato di liquidazione.

A tal fine, il R. Tribunale Consolare Italiano in Shanghai ha nominato e nomina liquidatori i Signori Dottor Oscar FISCHER e Avvocato Giacomo MARANZANA, ai quali vengono conferite tutte le facolta loro consentite dalla Legge e ordina la trascrizione, affissione e pubblicazione di tal decreto nei modi e termini stabiliti dall art. 90 del Codice di Commercio

Cosi deliberato in Camera di Consiglio il giorno otto settembre millenovecentoventidue.

Il Presidente Del Tribunale Consolare
fto: Giuseppe Biondelli
R. Vice-Console d'Italia

Harbour Notification

No. 23 of 1922.

Declaration Of Infection Against Hongkong and Amoy withdrawn.

Referring to Harbour Notifications Nos. 7 and 17 of 1922, NOTICE is hereby given that the declarations of infection against Hongkong and Amoy have been withdrawn, and that medical inspection and fumigation of vessels therefrom has been discontinued.

H. E. HILLMAN,
Harbour Master officiating.

Approved:
C. N. HOLWILL,
Deputy Commissioner of Customs in charge temporarily.

Custom House,
Shanghai, 9th September, 1922.
51828

NOTICE

CHINWANGTAO Direct. The Japanese Transport Company's Steamer "YUAN-TA," 6,300 Tons, Captain J. F. Messer, will be despatched for the above port direct on Wednesday, September 13th at noon. The tender for passengers and luggage will leave the Custom Jetty at 9, 10, 11 a.m. The Steamer has extra large cabins and saloons, electric light and fan, wireless, excellent service and cuisine. For freight and Passage, apply to the Jensien Transport Company, 36 Nanking Road (3rd floor), 'phone C. 591.

51820

Hong Yue Building

60 Kiangse Road

Office space will be available about the beginning of November 1922. For particulars apply to W. W. 13 Museum Road or 55 Markham Road, where plans can be seen by appointment.

E. E. LEVER,
General Manager.

HONG YUE COTTON MILL,
Property Department.

T. F. 11

HUNT'S

Ports and Sherries

Full Rich	Palido
Very Old Tawny	Fino
V. O. V.	Vino de Pasto
Invalid	Manzanilla
Newfoundland	Amontillado
Imperial	Maduro
Coronation	Solera

Hunt's Full Rich is an exceptional value and a very popular Club Port.

Hunt's Sherries are specially selected and noted for excellence.

Garner, Quelch & Co.

73, 73a, Szechuen Road
Tel. C. 2021

In The Royal Italian Consular Court.

In the matter of the INTERNATIONAL GOLD and SILVER CURRENCY STOCK and PRODUCE EXCHANGE LIMITED.

The above entitled Company having been put into liquidation by order of the Royal Italian Consular Court, dated Shanghai the 8th September, 1922, and the undersigned having been appointed liquidators thereof, all the debtors of the INTERNATIONAL GOLD and SILVER CURRENCY STOCK and PRODUCE EXCHANGE LTD., are warned not to make any payments to anybody else except to the said undersigned official liquidators whose address is care of Messrs. MUSSO & FISCHER, 8 JINKEE ROAD.

DR. O. FISCHER,
AVV. G. MARANZANA.
Official Liquidators of the
INTERNATIONAL GOLD AND SILVER CURRENCY STOCK AND PRODUCE EXCHANGE LTD.

Shanghai 9th. September 1922

In The Royal Italian Consular Court.

In the matter of the FAR EASTERN BANK, LTD.

The above entitled Bank having been put into liquidation by order of the Royal Italian Consular Court, dated Shanghai the 8th September, 1922, and the under signed having been appointed liquidators thereof, all the debtors of the FAR EASTERN BANK, LTD., ar e warned not to make any payments to anybody else except to the said undersigned official liquidators whose address is care of Messrs. MUSSO & FISCHER, 8 JINKEE ROAD.

DR. O. FISCHER,
AVV. G. MARANZANA.
Official Liquidators of the FAR EASTERN BANK, LTD.

9th September, 1922.

BIRTH

SHINDAN. September 9th, to Mr. and Mrs. Harold J. Shindan, a son, Richard Moylan.

In The International Mixed Court Of Shanghai.

Chinese Civil Case No. 9402.
Re: Jui Khaung Native Bank
(瑞錄康鉅)
273 Szechuen Road.
(Petition in Bankruptcy)

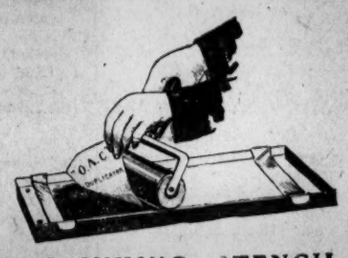
Tenders are invited for the purchase of the lease (expiring 28th February, 1925), furniture, fixtures and other contents of the above-named bank, further particulars of which will be furnished to intending tenderers upon application to the undersigned.

All tenders must be sealed and should be sent to the offices of the undersigned on or before 26th September, 1922. Payment to be made within seven days of acceptance of tender.

SETH, MANCELL & McLURE,
Official Court Accountants.
Shanghai, 9th September, 1922.
51822

Mme. KELVEY School of dancing, Professional teacher Modern, Classical, Character, Clog, Buck, Ballet Toe dancing. Pupils trained gracefully individual style developed. Terms moderate write for appointment Box 49, Ch. P. O.
51506

THE "O A C"



FLAT SELF-INKING STENCIL DUPLICATOR

SIMPLEST—because there is no mechanism to get out of order.

CLEANEST—because it is self-inking from a hidden reservoir pad and only a DRY roller is used.

CHEAPEST—because thousands of copies can be made from the one stencil without re-inking.

STENCIL CAN BE PREPARED BY HAND OR TYPEWRITER
ANY MAKE OF WAX STENCIL WILL FIT
ANY DUPLICATOR INK OF GOOD QUALITY CAN BE USED

A foolscap size outfit complete, with 1 dozen wax stencils, can of ink, stylus and flexible writing pad for handwork, all contained in a neat box 16" x 10" x 4"

PRICE—MEX. $ 32.50

THE OFFICE APPLIANCE CO.
22 NANKING ROAD,
SHANGHAI

TSINGTAO AMERICAN ACADEMY

The American Academy, Tsingtao, will open its fall term on Monday, September 11th. The school gives work in all grades and the four years of high school. The faculty consists of nine members, including a physician. The building is situated near the seaside and a beach where the children swim. It is modern in every particular, and commands a fine view of the sea. The small student body, makes possible a very intensive training. The system of physical education is modern and scientific, and is in charge of a trained physical director. Recreational facilities are provided at the side of the building and at the race course not far distant. Special attention is given to make the accommodations for boarding pupils unexcelled in China.

51797

7 Love Lane
Bubbling Well Road

Rosemary

Salon is now open Showing the Latest Models in Hats, Gowns and Novelties.

51829 S 13

RAFFLE FOR BUILDING FUND OF THE PAULUN HOSPITAL

In order to raise the necessary funds for urgently needed additions to the Paulun Hospital, it has been decided to raffle a first class 30 H.P. Motor car valued at Tls. 5.500.

It is proposed to issue approximately 10,000 tickets at $6.00 each.

The drawing will take place after the first of December under the supervision of the Committee of the Paulun Hospital.

This raffle has been authorized by the Shanghai Municipal Council.

Tickets can be had at the Paulun Hospital by applying to Mr. Stey, and also at all places where a notice has been put up.

The public is kindly requested to support this raffle in view of the great services the Hospital has rendered and is still rendering to the Chinese Community.

The Committee of the Paulun Hospital
Dr. E. BIRT

51775 S 14

Business and Official Notices

IMPORTANT NOTICE

BONDHOLDERS on whom our shrots have not called are requested to communicate with us immediately so that we can arrange for them to call on or before noon of the 14th September, 1922.

International Savings Society
7 Avenue Edouard VII
Shanghai.

Important Notice

The share-holders of the Lih Chong Metal Co. (立昌五金號), situated at Nos. 514 and 515 North Soochow Road, Shanghai, have no intention to continue the business and they have voluntarily sold this enterprise, together with the stocks, furniture, fixtures and fittings, to the undersigned. The procedure of the purchase was settled on the 9th day of 7th moon through the Go-between. Those credit and debit accounts made with the former share-holders, also guarantees on behalf of friends, should be managed by the Lih Chong and the new share-holders "Tsun Kee" (振記) will not be responsible for.

We declare the matter by inserting this notice, public please take note of same.

LIH CHONG TSUN KEE CO.
(立昌振記五金號啓)
51771

Manganese for Sale

We keep 3,000 tons in Stock can provide 6,000 tons every month. Price very moderate, Percentage more than 50%.

Apply Chung Hing & Co. (振興)
64 Rue Baron Gros., corner of Avenue Joffre.
51785

SPECIAL

We are holding a special sale on our Provisions. The prices are the lowest you could get in Shanghai.

Please look at our price list.

Gordon's Dry Gin	per dozen	$18.00
Booth Old Tom Gin	,,	$13.00
French Vermouth	,,	$11.80
Italian, Martini & Ross	,,	$13.20
Vichy water	,,	$ 4.70
Quaker Oats	,,	$ 4.70
Rolled Oats Sperry, 2 lbs. tin		$ 5.80
Margarine Butter, 1 lb. tin		0 4.50
Carnation Cream Baby	per case	$ 9.55
Carnation Cream Large	,,	$ 9.45

Only for Twelves or Boxes.

A Ting & Co.
General Store Keepers.
307J & 307K Avenue Joffre.
Tel. W. 1702, W. 1995.

51687

NOTICE

Please note that my residence is 34, Route Doumer. Telephone West 2651.

Asst. Prof. Dr. K. Panek, M.D.
Office: 14 Museum Rd. Tel. C. 1129.
51777

IMPORTANT

CONFIDENTIAL and DIVORCE INQUIRIES UNDERTAKEN WITH SECRECY, PRIVACY, and QUICK RESULTS.

HOUSE COOKS, BOYS, COOLIES and AMAHS are supplied with GUARANTEE at very short notice.

Hundreds of testimonials from SATISFIED CLIENTS.

CALL! WRITE! or WIRE! ALWAYS THERE.

OFFICE OPEN DAY AND NIGHT.

The International Secret Service & Employment Agency.
123 Szechuen Road.
Tel. No. Central 7201.

Declaration

We were advised that a Bank Order of the Pao Cheong Bank (寶祥莊), No. 20902, for Taels 1,000, due 20th day, was sent to us by the Hung Teh Foong, (恆德丰), through our friend Lu Yung Ngo, but same has not reached us.

We have therefore requested the Bank concerned to cancel the said Order and to stop the payment, public please do not negotiate the same. A similar notice also appears in the North China Daily News.

ZIH YUE CO. 慈裕行啓!
51816

New Engineering and Shipbuilding Works, Limited

Notice is hereby given that the undermentioned Share Certificates registered in the name of Letitia Elizabeth Victoria Cortland (now deceased), are declared to be lost and if same are not forthcoming by the 8th of October next, will be considered null and void, and new certificates issued in lieu thereof.

Cert. No 3907, 50 Ordinary Shares, Nos. 87171/87220.

Cert. No. 4730, 20 Ordinary Shares, Nos. 163849/163868.

Cert. No. 129, 100 Preference Shares, Nos. 152671/152770.

By Order of the Board of Directors,
C. A. MOMBER,
Acting Secretary.

September 8th, 1922.
51774

Dr. Med. F. Reiss

has removed from 3 Ezra Road to 14 Kiukiang Road (opposite Hotel Kalee).

Cons. Hours: 12-1, 4-6.
Office, Residence: Tel. C. 1151.
51559

H. C. AUGUSTESEN
China Trade

MACHINERY DEPARTMENT

We will have a public exhibit, testing our new

ELECTRIC WELDING & RIVET HEATING MACHINES

on Monday and Tuesday, Sept. 11th and 12th 10 a.m. at our Machinery Showroom, 97 Szechuen Road.

51798

DR. F. FRANEK, M.D.

Specialist in Urinary Skin and Internal Diseases (Latest European methods of treatment)
21, Nanking Road.
Consulting hours 11-1, 4-6.
39684

NOTICE

I have this day taken over the business of the Federal Motor Car Corporation at No. 837-845 Avenue Edward VII and will henceforth carry on business under the name of "The Taylor Garage,"

THE TAYLOR GARAGE
J. B. TAYLOR,
Manager.
Phone W. 2775
51760

NOTICE

Please note that as from this date the telephone number for Hansons will be Central 301 instead of Central 35 as recently advertised.

HANSONS.
6th September, 1922. 51741

SHANGHAI-NANKING RAILWAY.

Sunday Special Trains for Henli and Soochow.

Each Sunday on and from 17th September, until further notice, a Return Special Train will run between Shanghai North, Henli, and Soochow.

Shanghai North	dep.	8.10	Soochow	dep.	21.00
Henli	arr.	9.24	Kunshan	,,	21.45
Kunshan	,,	9.34	Henli	,,	21.56
Soochow	,,	10.33	Shanghai North	arr.	23.04

The train service between Shanghai North and Henli on Saturdays and Sundays on and from the above date will be as shewn below:—

UP TRAINS.

Shanghai North	dep.	8.10*	9.50†	12.30	17.15‡
Henli	arr.	9.24	11.29	13.37	18.42

DOWN TRAINS.

Henli	dep.	17.27	21.56*
Shanghai North	arr.	18.45	23.04

No other trains will call at Henli on these days.

N. B.—* Sundays only
† Saturdays only
‡ For Servants

By Order,
Traffic Manager.
51803

THE SHANGHAI AMERICAN SCHOOL

Will Open

Wednesday, Sept. 13, 1922.

School Bus will make the regular trip on Wednesday.

Registration at the Primary School in the French Concession, Tuesday September 12.

To reach school, follow Avenue Joffre to Route Francis Garnier.

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £3,000,000
Reserve Fund 3,700,000
Reserve Liability of Shareholders £3,000,000

Head Office:
28 *Bishopsgate London, E. C.*
Shanghai Branch: 18 *The Bund*

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
Sir William Henry Neville Goschen, K.B.E.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
Sir John Newall Jordan, P.C. G.C.I.E., K.C.B., K.C.M.G.
W. Foot Mitchell, Esq.
James Maxwell Grant Prophit, Esq
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminster and Parrs Bank, Ltd.
The National Provincial and Union Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Alor Star	Iloilo	Rangoon
(Kedah)	Ipoh	Saigon
Amritsar	Karachi	Seremban
Batavia	Klang	Shanghai
Bombay	Kobe	Singapore
Calcutta	Kuala-	Sourabaya
Canton	Lumpur	Tientsin
Cawnpore	(F. M. S.)	Tavoy
Cebu	Madras	(Lower
Colombo	Manila	Burma)
Delhi	Medan	Taiping
Haiphong	Peking	New York
Hankow	Penang	Yokohama
Hongkong	Puket	

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

C. J. SCOTT,
Manager.

Banque Belge Pour L'Etranger

(Filiale de la Societe General de Belgique).

	Frs.
Capital (subscribed)	100,000,000
Capital (paid up)	75,000,000
Reserves	19,962,300

President: JEAN JADOT.
Head Office: BRUSSELS.

Branches:
LONDON, MANCHESTER, PARIS, NEW YORK, BUCAREST, COLOGNE, ALEXANDRIA, CAIRO, TANTAH, SHANGHAI, PEKING, TIENTSIN, HANKOW.

Affiliated Banks:
BANCO DE CARTAGENA, Madrid, with Branches in SPAIN and MOROCCO. — WIENER-BANKVEREIN, Vienna, with Branches in AUSTRIA, HUNGARY, POLAND, RUMANIA, ITALY (TYROL), YUGO-SLAVIA, TURKEY, and ASIA MINOR.—ALLGEMEINER BOEHMISCHER BANKVEREIN in Czecho-Slovakia, A. KOUYOUMDJISKI & CO., Sofia.
Correspondents in all parts of the World.

Every description of banking and exchange business transacted.

L. STRAETMANS,
Manager.

The Exchange Bank of China

SHANGHAI BRANCH,
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address: "Knabes."

Capital ..... Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T.T. Letters of Credit, Buying and Selling Specie, etc. etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtau, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

T. TSENG, Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $20,000,000

Reserve Funds:—
Sterling £4,500,000
Silver $23,500,000

Reserve Liability of Proprietors $20,000,000

Head Office: HONGKONG.
Court of Directors:
G. M. Dodwell, Esq. Chairman.
Hon. Mr. A. O. Lang, Deputy Chairman.
D. G. M. Bernard, Esq.
A. M. Bowes Smith, Esq.
G. T. M. Edkins, Esq.
P. H. Holyoak, Esq.
Hon. Mr. E. V. D. Parr,
W. L. Pattenden, Esq.
H. P. White, Esq.
Chief Manager.
Hon. Mr. A. G. STEPHEN.

Branches and Agencies:

Amoy	Harbin	New York
Bangok	Iloilo	Penang
Batavia	Ipoh	Rangoon
Bombay	Johore	Saigon
Calcutta	Kobe	S. Francisco
Canton	Kuala	Shanghai
Chefoo	Lumpur	Singapore
Colombo	London	Sourabaya
Dairen	Lyons	S Patani
Foochow	Malacca	Tientsin
Haiphong	Manila	Tsingtao
Hamburg	Nagasaki	Vladivostock
Hankow	Peking	Yokohama

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12 The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

G. H. STITT,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,960,000
Capital Contributed by the Chinese Government	Kup. Tls. 3,500,000
Reserve Fund	1,750,000

Head Office:
Paris, 9 Rue Boudreau
London Office:
64 Old Broad Street, E. C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Societe Generale pour favoriser le developpement du Commerce et de l'Industrie en France.
Paris: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
Milan: Credito Italiano.
Rome: Banco di Roma.
New York: The Irving National Bank.
San Francisco: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA

Bombay	Harbin	Shanghai
Chanchun	Hongkong	Tientsin.
Chefoo	Manchouli	Urumtchi
Dairen	Kashgar	Vladivostock
Hailar	Newchwang	Yokohama
Hankow	Peking	Kobe

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars. Terms on application. Local Bills discounted.

Foreign Exchange on the principal cities of the world bought and sold.

SAFE DEPOSIT BOXES.

L. Jezierski,
Th. de Krzywoszewski,
P. Petithuguenin.
Managers for Branches in Asia.

Bank of Communications

Specially authorised by Presidential Mandates of April 7th, 1914, and October 31, 1918.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China
Agencies abroad: Singapore Hongkong, Tokio (Japan).

SHANGHAI BRANCH,
14 The Bund.

Interest allowed on both Current and Fixed Deposit Accounts. Credit granted to approved securities, and every description of Banking and Exchange business transacted.

Y. M. CHIEN, Manager,
T. S. WONG, Sub-Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund and 9 Broadway.

Deposits of not less than $1.00 will be received.

Not more than $200 will be received during one month from any single Depositor.

Interest at the rate of 3.½ % per annum will be allowed upon the monthly minimum balance.

The maximum balance on which interest will be allowed is $5,000.00.

Deposits may be withdrawn on Demand. Accounts will be kept either in Dollars or Taels, Local Currency, at the option of the Depositor.

Depositors will be presented with Pass Books, in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

OFFICE HOURS: 10 a.m. to 3 p.m. Saturdays, 10 a.m. to noon.

The Bank Of Canton, Limited

Incorporated 1912.
Capital Authorised £1,200,000-0-0
Capital Paid-up ..£1,066,520-0-0
Reserve Fund H. K. $800,000.00

HEAD OFFICE:
No. 6 Des Voeux Road Central, Hongkong.

OFFICES:
Shanghai, New York, Canton and Bangkok.

SHANGHAI OFFICE:
No. 1 and 2 Ningpo Road.

AGENCIES:

Honolulu	San Francisco	Kobe
London	Sourabaya	Batavia
Manila	Singapore	Canada
Yokohama	Samarang	etc.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

WONG WEN-KUANG,
Manager.

The Chinese American Bank of Commerce

Authorized Capital
U. S. $10,000,000
Paid up Capital U.S. $ 5,000,000

HEAD OFFICE: PEKING

Branches:

HANKOW	SHANGHAI
MANILA	SHIHKIACHWANG
HARBIN	TIENTSIN
PEKING	TSINANFU

Every kind of banking business transacted.

SAVINGS DEPARTMENT

The Chinese American Bank of Commerce is prepared to open Savings Accounts in local $, Taels, G$, £, Frs. and Yen on very favorable terms. Prospectus will be mailed on request.

SHANGHAI OFFICE:
11A Nanking Road
Telephone C. 5841, 5842, 5843
Telegraphic address: Sinambank

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital $2,500,000.00
Reserve Fund $500,000.00

Head Office: Shanghai
Peking and Kiangse Roads.
Tels: Manager's Office: Cen. 2656
General Office: Cen. 2613 & 2614
Branches
Hangchow, Hankow, Peking Tientsin, Mukden and Harbin.
FOREIGN CORRESPONDENTS
London, Paris, New York, San Francisco, Tokio, Yokohama, Kobe Osaka, Berlin and Hamburg.
Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit granted on approved securities.

Savings accounts 4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

SHEN CHU HAO, Manager.
SHU CHIN MIN, Sub-Manager.
Y. S. TUNG, Sub-Manager.
K. Z. TSOO, P. P. Manager.

International Banking Corporation

Capital ..... U.S. $5,000,000
Surplus and Undivided ofits .....U.S. $10,424,763

Owned by the National City Bank of New York.

Head Office:
60 WALL STREET, NEW YORK
London Office: 36 Bishopsgate, E.C.
Lyons Office: 27 Place Tolozan.

San Francisco Office:
232 MONTGOMERY STREET.

BRANCHES:

CHINA	PHILIPPINES
Shanghai	Manila
Peking	Cebu
Tientsin	
Hankow	SPAIN
Harbin	Barcelona
Hongkong	Madrid
Canton	
	STRAITS
INDIA	Singapore
Bombay	
Calcutta	DOMINICA
Rangoon	Santo Domingo
	Sanchez
JAPAN	San Francisco
Yokohama	San Pedro
Kobe	Santiago
	Puerto Plata
	Barahona
JAVA	La Vega
Batavia	
Soerabaya	PANAMA
	Panama
	Colon

We are also able to offer our Customers the services of the Branches of the National City Bank of New York in the principal countries of South America, Central America and in the West Indies.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current Accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1A Kiukiang Road, Shanghai.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital $60,000,000.00
Paid-up Capital $12,279,800.00
Reserve Fund $2,443,700.00
Special Reserve Fund $3,534,600.00

HEAD OFFICE: PEKING.

Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifeng	Hankow
Chanchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtao	Yangchow	Chungking

Foreign Correspondents:
London, Paris, Berlin, New York, San Francisco, Tokio, Osaka and Yokohama.

SHANGHAI BRANCH
3 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG,
Manager.

Kincheng Banking Corporation 金城銀行

Sanctioned by Ministry of Finance and registered in Ministry of Agriculture and Commerce in accordance with Banking and Company Laws.

Authorised Capital ..$5,000,000
Paid-up Capital $5,000,000
Reserved Fun .....$ 600,000

Head Office: Tientsin.

Branches and Sub-Branches: Peking, Tientsin, Shanghai, Hankow, Nanking and Peng-pu.

Correspondents in all important places of the world.

President: Chow Tso Ming.
Manager, Shanghai Branch: S. Y. Tien.
Sub-Manager, Shanghai Branch: C. C. Woo.

Every description of Banking Business transacted.

Savings Accounts kept in Tientsin and Shanghai Offices.

Cable Address. "Kincheng" Shanghai.

Tel. Nos.
General Office: C. 3800
Manager's Office: C. 1350
Foreign Dept. C. 3440

Nederlandsche Handel Maatschappy

(NETHERLANDS TRADING SOCIETY)
Established 1824.

Paid-up-Capital: Guilders 80,000,000 (about £6,666,666)
Reserve Funds: Guilders 18,979,250 (about £1,581,604)
Special Reserve: Guilders 22,660,000 (about £1,888,333)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM

Branches

Bandjermasin	Pekalongen
Bandoeng	Palembang
Bombay	Penang
Calcutta	Pontianak
Cheribon	Rangoon
Djember	Semarang
Djokjakarta	Singapore
Hongkong	Soerabaya
Kobe	Soerakarta
Kota-Radja	Tebing-Tinggi
Langsa	Tegal
Makassar	Telok Betong
Medan	Tjilatjap
Padang	Weltevreden

London Bankers
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

M. J. HERBSCHLEB,
Agent.

東亞銀行
The Bank of East Asia Ltd.

SHANGHAI BRANCH
No. 1C. Kiukiang Road.

Authorised Capital $10,000,000.00
Paid up Capital.. $.5,000,000.00
Reserved Fund .. $200,000.00
HEAD OFFICE: Hongkong.
BRANCHES: Canton, Saigon.
LONDON BANKERS: London Joint City and Midland Bank.

Correspondents in all principal cities of the world. All kinds of banking business transacted.

Interest allowed on current deposits and fixed deposits.

Loans granted on approved securities.

R. CHENG,
Manager.

The Chekiang Industrial Bank, Ltd.

Established 1908

Capital $2,000,000.00
Reserve Fund $206,400.00
Undivided Profits .. $120,751.00

Head Office and Branches:
Hangchow, Shanghai, Haimon, Hankow, and Lanchi.
Domestic Agencies:
Throughout CHINA'S principal Cities.
Foreign Correspondents:
London, Paris, Rotterdam, New York, Chicago, San Francisco, Hamburg, Berlin, Tokyo, Kobe, Yokohama, Osaka, Hakodate, Seoul, Fusan and Hongkong.

Interest allowed on Current Accounts and fixed Deposits according to arrangements.

Saving Accounts at 4% compound interest.

Every description of Banking and Exchange transacted.

LI MING, Manager,
SHANGHAI BRANCH:
14 Hankow Road.
Tel. C. 7130, Manager's Office.
C. 7121, 7122, 7123 and 7124, General Office.
Cable Address:
"CHINDUBANK" Shanghai.

Banque De L'Indo-Chine

	Francs.
Subscribed Capital	72,000,000.00
Paid-up Capital	68,400,000.00
Reserve Fund (1-6-20)	69,500,000.00

Head Offices:
No. 96 Boulevard Hanoomann. Paris.

Branches and Agencies:

Saigon	Pnom-Penh	Battambang
Haiphong	Hanoi	Tourane
Peking	Hankow	Tientsin
Hongkong	Canton	Mengtze
Singapore	Pondichery	Bangkok
Papeete	Shanghai	Noumea
	Djibouti	Yunnanfu

London Bankers:
The National Provincial and Union Bank of England, Ltd.
Comptoir National d'Escompte de Paris—Credit Lyonnais

The Shanghai Agency undertakes all Banking and Exchange operations; grants credits on goods and approved securities; opens current and fixed deposit accounts in taels and francs according to arrangement.

L. ARDAIN,
Manager.

Chung Foo Union Bank

(Established in 1917)
Statutes approved by the Government in 1916
Head Office: TIENTSIN

Subscribed Capital $2,000,000.00
Paid-up Capital $1,500,000.00
Reserve Fund ..... $ 180,000.00

Managing Director: T. Clarence Sun
Deputy Managing Director: Nieh Chi-wei

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinking	Ichang	Yokohama
Shanghai	Soochow	Changsha	Chicago
Peking	Wusieh	Shasi	Philadelphia
Hankow	Hsuchow	Wuhu	Seattle
Nanking	Ningpo	London	Baltimore
Yangchow	Shaoshing	New York	Cleveland
Hangchow	Canton	San Francisco	Detroit
Pengpu	Hongkong	Boston	Buffalo
Changchun	Chengteh	Tokio	Pittsburgh
Antung	Chengchow	Osaka	Montreal
Kiukiang	Tsinkiangpu	Kobe	St. Louis
			Cincinnati

Shanghai Branch:

And also in other principal cities in foreign countries.
S 441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits in taels, dollars, and other currencies according to arrangement.

Credits granted on approved securities.

Y. B. Sun, Manager,
T. D. Zar, Sub-Manager.

The Shanghai Commercial & Savings Bank, Ltd.

Head Offices 9 Ningpo Road

Capital $2,500,000.00
Reserve $400,000.00

Every description of modern banking and exchange business transacted—Personal, National & International.

Branches and Agencies:
In principal cities throughout China
Foreign Correspondents:

London	New York	Yokohama
Paris	Chicago	Tokyo
Marseilles	Seattle	Osaka
Amsterdam	San Francisco	Manila
Berlin	Singapore	

Cable Address: "COMSAVBANK"
K. P. CHEN, General Manager.

FAR EASTERN BANK

Capital Authorized Lit. 50,000,000
Capital Paid Up Lit. 12,500,000
HEAD OFFICE:
36 Kiangse Road, Shanghai.

BANKERS:
ENGLAND: London Joint City & Midland Bank, Ltd.
FRANCE: Banco di Roma,
ITALY: Banco di Roma,
Banca d'America e d'Italia.
GERMANY: Deutsche Bank, Hamburg.
SWITZERLAND: Schweizerische Kreditanstalt.
U.S.A.: East River National Bank, New York, Bank of Italy, San Francisco.
JAPAN: The Dai Ichi Ginko Limited.

BRANCHES:
Canton-Tientsin-Tsingtao-Nanking.

Interest allowed on current accounts, savings accounts and fixed deposits in all currencies according to arrangement.

Local bills discounted. Cable transfers bought and sold.

Drafts issued and telegraphic transfers effected all over the world.

SPECIAL FACILITIES for Italian business and Exchange, for Gold exchange and for Chinese Stock Exchange transactions.

W. S. T. NIEN,
M. S. RING, Managing Directors.
ROBERTO ALBA, Manager.
J. OSHIMA, Sub-manager.

Private Exchange to all Departments:
Central 7494 and 7495.

Commercial Bank of China

Head Office: SHANGHAI.

	Sh. Tls.
Subscribed Capital	5,000,000
Paid-Up Capital	2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:—
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

THE SHANGHAI INDUSTRIAL BANKING CORPORATION

Head Office: SHANGHAI.
Branch: 17 & 18 Kiukiang Road
Capital $1,000,000
Paid-up ..... $ 250,000
Fixed Deposit Capital.. $ 500,000
Domestic Agencies
In principal commercial centers in China.
Foreign Correspondence
In all important places of the world.

General Banking, Business of every description transacted.

Interest allowed on Current Accounts and Fixed Deposits according to arrangements.

Savings Accounts at 5% compound interest.

Special Saving Accounts for Laborers.

ROBERT LEE, Gen. Manager.
K. L. SUNG, Manager.
S. Y. FONG, Sub-Manager.
Cable Address: "BANKSIBCO"
Tel. C. 6401, Manager's Office
C. 6415, Foreign Dept.
C. 6414, General Office.

SINO-ITALIAN BANK

Aut. Cap. Silver Dollars. 4,800,000
Aut. Cap. Gold It. Lire 16,000,000
Paid up Capital ..Silver $1,200,000
Paid up Cap. Gold It. Lire 4,000,000
Reserves ..... Silver $105,000

Head Office: Shanghai.
Branches:
Hankow, Peking, S'hai, Tientsin
Bankers:
Italy: Credito Italiano.
England: Credito Italiano, National Provincial and Union Bank of England, Ld., Glyn Mills and Currie.
France: Banque Francaise et Italienne pour l'Amerique du Sud Comptoir National d'Escompte de Paris Bansue Italo Belge.
United States: Credito Italiano, Equitable Trust Company.
Canada: Canadian Bank of Commerce.
South America: Banca Italo Belga
Switzerland: Banca Unione di Credito.
Banque Commerciale de le Bale Len & Co.'s Bank.
Banca Unione de Credito.
Belgium—Credit General Liegeois

Current, fixed and savings accounts carried in Taels, Dollars, Sterling, U.S. Gold, Italian Lire, Francs and other currencies. Terms on application.

General banking business transacted. Special facilities for Italian exchange.

Telegraphic Address: S'hait
SHANGHAI, No. 16 Kiukiang Rd. Tel. C. Nos. 5090 and 5091.
Managers' Office Central 5094.

C. MARMONT,
CHIN YU SHU,
General Managers.

Steamers Arrived

Sep. 9—Yungshin from Ningpo.
Sep. 9—H. K'teen from Ningpo
Sep. 9—Yunnan from Swatow
Sep. 9—Seikyo M. from Dairen
Sep. 9—Chikugo M. from Japan
Sep. 9—Tjiliwong from Japan
Sep. 9—Tuckwo from Hankow
Sep. 9—Kianghsin from Hankow
Sep. 9—Hunan from Hankow
Sep. 9—Tafoo Maru from H'kow
Sep. 9—Chofu M. from Japan
Sep. 9—Hector from Hankow
Sep. 9—E. of Asia, from H'kong
Sep. 9—P. Madison from H'kong
Sep. 9—Sembilan from Japan
Sep. 9—Ajax from U.S.A.
Sep. 9—Hsinwah from Hongkong
Sep. 9—Broad Arrow from San Francisco.
Sep. 9—Kweilin from Hongkong

Steamers Departed

Sep. 9—Tehhsing for Hankow
Sep. 9—Luenyi for Hankow
Sep. 9—Kungwo for Hankow
Sep. 9—Kiangyu for Hankow
Sep. 9—Suiyang M. for Hankow
Sep. 9—Shinyuc for Vladivostok
Sep. 9—Glenariffe for Yokohama
Sep. 9—Nikko M. for Japan
Sep. 9—Sunning for Tsingtao
Sep. 9—Sinkiang for Hongkong and Canton.
Sep. 9—Shuntien for W. C. T'tsin
Sep. 9—Novara for London.
Sep. 9—Tingsang for S. H. C'ton
Sep. 9—Tungwah for Tientsin
Sep. 9—Hakushin M. for F'chow
Sep. 9—Hohsing for N'chwang
Sep. 9—Tymeric for .....
Sep. 9—Algonquin for .....
Sep. 9—Nordetrand for C'tao
Sep. 9—Shinfoo for Chinwangtao
Sep. 9—E. of Canada for Manila and Hongkong
Sep. 9—Paling M. for Japan
Sep. 9—Penang M. for Japan
Sep. 9—Tjilebost for Java, etc.
Sep. 9—Baron Cawdor for Puget Sound.
Sep. 9—Mingshun for C. T'tsin
Sep. 9—Yungship for Ningpo.
Sep. 9—H. K'teen for Ningpo.

Sailed from Shanghai

FOR SAN FRANCISCO

Korea Maru	Aug. 4
Shinyo Maru	Aug. 18
Nanking	Aug. 21
Hamer	Aug. 22
President Lincoln	Aug. 26

FOR VANCOUVER

Bessie Dollar	Aug. 5
Empress of Russia	Aug. 14
Empress of Australia	Aug. 29
Canadian Prospector	Aug. 30
Empress of Asia	Sept. 9

FOR SEATTLE

President Grant	Aug. 14
Kaga Maru	Aug. 24
President Jefferson	Aug. 27
Baron Cawdor	Sept. 9

FOR TACOMA

Manila Maru	Aug. 11
Hawaii Maru	Sept. 6

FOR PORTLAND

Hanna Nielsen	Aug. 10
Eastern Sailor	Aug. 16

FOR OREGON

Huftor	Aug. 1

FOR NEW YORK

Egremont Castle	Aug. 3
Hefron	Aug. 5
Telemachus	Aug. 9
Toba Maru	Aug. 11
Suruga	Aug. 15
Hague Maru	Aug. 18
City of Bagdad	Aug. 20
Esther Dollar	Aug. 21
Victorious	Aug. 27
Titan	Sept. 5

FOR LONDON

Glenbeg	Aug. 1
Glaucus	Aug. 3
Sardinia	Aug. 11
Jason	Aug. 14
Kamo Maru	Aug. 15
Mentor	Aug. 16
Diomed	Aug. 18
City of Manchester	Aug. 25
Devanha	Aug. 26
Theseus	Aug. 3
Katori Maru	Sept. 5
Troilus	Sept. 5
Novara	Sept. 9

FOR LIVERPOOL

Keemun	Aug. 11
Machaon	Aug. 18
Ningchow	Sep. 7

FOR HAMBURG

Rheinland	Aug. 9
Argun Maru	Aug. 11
Radnorshire	Aug. 14
Emden	Aug. 20
Glenluce	Aug. 31
Pembrokeshire	Sept. 5
City of Florence	Sept. 6

FOR COPENHAGEN

Afrika	Aug. 4
Java	Aug. 9
Peru	Sept. 2
Indien	Sept. 4

FOR MARSEILLES

Andre Lebon	Aug. 5
Amboise	Aug. 19
Lt. St. Albert-Ble	Aug. 23
Cordillere	Sept. 2

FOR TRIESTE

Tracia	Sept. 2

FOR BOMBAY

Sicilia	Aug. 15
Jeypore	Aug. 26

FOR CALCUTTA

Gharinda	Aug. 16

FOR BATAVIA

Holmborg	Aug. 18
Tjikarang	Aug. 19
Tjimanook	Aug. 21
Rigi	Sept. 3

Financial And Commercial News

BENJAMIN AND POTTS SHARE LIST
Yesterday's Close

Stock	Closing Quotation
Banks	
H. K. and S. B.	$875
Chartered	£18½ B.
Russo-Asiatic	Rs. 250
Marine Insurance	
Canton	H.445 B.
North China	Tls. 188
Union of Canton	H. 201 B.
Yangtsze	H. 23 B.
Far Eastern Ins.	Tls. 21¼
Fire Insurance	
China Fire	H.$115½ B.
Hongkong Fire	H.$385 B.
Shipping	
Indo-China Def.	H 230 S.
Indo-China Pref.	H.$85½ B.
"Shell"	92/6
Shanghai Tug ord	64
S'hai Tug Pref.	Tls. 40 B.
Mining	
Kaiping	Tls. 20
Oriental Cons	18/-
Raub	H. $1 B.
Docks	
Hongkong Dock.	H. $169 B.
Shanghai Dock	Tls. 85
New Eng. Works	Tls. 8
" Pref.	Tls. 5.05
Wharves	
Shanghai Wharf	Tls. 155 B.
Hongkong Wharf	H.$140½ B.
Lands and Hotels	
S'hai Hotel, Ltd.	$40 B.
China Realty ord.	
China Realty Pref.	Tls. 50
A.-French Land	Tls. 50
Shanghai Land	Tls. 92 B.
Cotton Mills	
E-wo (ord.)	Tls. 11½ B.
E-wo (pref.)	Tls. 105
Laou-kung-mow	Tls. 23
Oriental	Tls. 6½ B.
Shanghai Cotton.	Tls. 114½
Industrials'	
Butler Tiles	Tls. 28
China Sugar	H.$153 B.
Green Island	H.21½ B.
Langkats	Tls. 7 B
Major Bros.	Tls. 5
S'hai Sumatra	Tls. 80
Stores	
Hall and Holtz	$5 B.
Llewelyn	£42¼
Lane Crawford	$94 B.
Moutrie	$45 B.
Watson	H.10.20 B.
Weeks	$18
Rubbers (local)	
Alma	Tls. 1¼
Amherst	Tls. 0.10
Anglo-Java	Tls. 3
Anglo-Dutch	Tls. 0.80
Ayer Tawah	Tls. 11¼
Batu Anam 1918	Tls. 0.32½
Bute	Tls. 0.32½
Bukit Toh Alang	Tls. 1
Chemor United	Tls. 0.35
Chempedak	Tls. 2
Cheng	Tls. 1
Consolidated	Tls. 1.15
Dominion	Tls. 0.80
Gula Kalumpong.	Tls. 3¼
Java Consolidated	Tls. 6
Kapayang	Tls. 6
Karan	Tls. 3
Kedah	Tls. 1
Kota Bahroe	Tls. 0.60
Kroewoek Java	Tls. 5
Padang	Tls. 3
Pengkalan Durian	Tls. 1
Permata	Tls. 0.50
Repah	Tls. 0.25
Samagagas	Tls. 0.30
Seekees	Tls. 50 cts.
Semambu	Tls. 0.50
Senawang	Tls. 0.60
S'hai Klebang	Tls. 0.35
Shanghai Malay.	Tls. 1
S'hai Malay pref.	Tls. 2 B.
Shanghai Pahang	Tls. 0.55
Sungala	Tls. 25 cts.
Sungei Duri	Tls. 1¼
Sua Manggis	Tls. 1
S'hai Seremban	Tls. 0.40
Taiping	Tls. 0.15
Tanah Merah	Tls. 0.35
Tebong	Tls. 0.80
Ziangbes	Tls. 1.90
Miscellaneous	
C. I. & E. Lumber	Tls. 325
Culty Dairy	Tls. 10 B.
Shanghai Trams.	Tls. 112 B.
Shanghai Gas	Tls. 25 B.
Horse Bazaar	Tls. 45
S'hai Mercury	Tls 20 B
S'hai Telephone.	Tls. 69 B.
S'hai Waterworks.	Tls. 140 B.

S. Sellers, Sa. Sales, B. Buyers, Benjamin and Potts, 8 Jinkee Rd. Telephone No. Central 398

Stock Exchange
Transactions

TODAY'S QUOTATIONS
Shanghai, September 9, 1922
OFFICIAL BUSINESS
Ewo Mills Tls. 11.75 Sept.
Tls. 11.75 Oct.
Tls. 11.75 Nov.
Tls. 11.50 Cash
Shanghai Docks Tls 82.50 Cash
Tls. 81.00 Oct.

Shanghai Sharebrokers Association
Business Done

Shanghai, September 9, 1922
S. M. C. 7% Debs. 1922
Tls. 100.55
Orientals Tls. 7.00

Money Exchange

Shanghai, September 9, 1922
Market 72.175
Native Interest 10

Mexican Dollars
Shanghai Gold Bars 978
Touch 304⅛
Copper Cash 244.50
Bar Silver 35¼
Bar London rate
Paris on London 57.35
New York on London .. 445⅞

Banks Opening Selling Rates
London
Telegraphic Transfer 3s. 5½d.
Demand ..... 3s. 5⅝d.
New York
Telegraphic Transfer 77
Demand 77¼

OPENING RATES
September 9, 1922
Bar Silver Spot 35¼—3/5 11-16
Bar Silver Forward ...35¼
Mex. Dollars 72.175
Native Interest 10

Hongkong and Shanghai Bank Opening quotations 9:30 a.m.

BANKS' SELLING RATES
London (T.T.) 3/5½
London (Demand) 3/5⅝
London 4 m-s 3/5¾
India (T.T.) 265
France (T.T.) 90
America (T.T.) 77
Hongkong (T.T.) 74½
Japan (T.T.) 62¾
Batavia (T.T.) ..... 20 ½
Straits (T.T.) 67½

BANKS BUYING RATE
London 4 m-s Credits.. 3/8
London 4 m-s Docts .. 3/8¼
London 6 m-s Credits.. 3/8½
London 6 m-s Docts ..
France 4 m-s 1040
America 4 m-s L/c ... 81
Docs 81½

Gold Dollars: Bank Buying Rates
@ 78=Tls. 128.20
@ exch. 72.4=Mex. $177.07
Sovereign Bank Buying Rate
@ 3s. 6⅛d.=Tls. 5.76
@ exch. 72.4=Mex. $7.87

CUSTOMS HOUSE EXCHANGE RATES FOR SEPTEMBER

Hk. Tls.	5.22	@ 3s. 5⅛d.	£1
"	1.17	@ 76½ Gold	$1
"	1	@ 960½ Fr.	10.76
"	1	@ — Marks	—
"	1	@ 63⅛ Yen	1.76
"	1	@ 262¼ Rupees	2.92
"	1	@ — Roubles	—
"	1	@ 1.50 Mex.	$1.50
"	1	@ 17.00 Ital. Lira	18.94

International Banking Corporation
CLOSING COUNTER RATES
Demand selling on America 77¼
Demand buying on America 78
Demand selling on London 3s. 5½d.
Demand buying on London 3s. 6⅛d.

GOLD BAR QUOTATIONS
(Far Eastern Bank)

Time	Quotations	Bars.
Opening:		
9:00	304.00	
9:30	304.20	3150
10:00	304.00	2170
10:40	304.70	2940
11:20	304.50	4060
Closed:		
12:00	304.00	3290

ROUBLE EXCHANGE
Bank's Buying Rates
Roubles 360,000 .....Tls. 100
Roubles 100 .....Mex. $0.04

LIRA EXCHANGE
Bank's Selling Rates
It. Lire 17.50=1 Tael
Swiss Frs. 3.97½=1 Tael
Marks 850.00=1 Tael
Equivalent Foreign Quotations
It. Lire 102.40=1 Pound Sterling
It. Lire 22.95=1 U. S. Dollar
It. Lire 178.25=100 Fr. Francs

LONDON-PARIS RATE
(French Wireless through Reuter)
Paris, Sept. 9.—The Paris-London cross-rate is quoted today at: £1—57.55½ Francs.

Chartered Stock And Produce Exchange Ltd.
Closing Quotation Of Transactions

Shanghai, September 9, 1922
The Chinese Bonds for 10th Year 8%.
$37.00 September
$37.40 October
Nanyang Brothers' Tobacco Co.
$21.40 September
$21.40 October
Canton S. & P. Exchange.
$5.40 September
$5.50 October
Shanghai Flour Exchange.
$15.80 September
$16.00 December
China Cotton Standard of Tungchow.
Tls. 31.10 September
" 29.75 October
" 29.05 November
" 29.00 December
" 29.00 January
" 29.30 February
Local Yarn for Standard of 16's Cloudy Stork.
Tls. 132.30 September
" 132.80 October
" 133.40 November
" 134.70 December
" 134.20 January
" 134.10 February
Shanghai Gold Bar 978
Tls. 303.35 October

Exchange Fluctuations
Asia Banking Corporation

September 9, 1922

Spot bar silver was down ¼d. and forward unchanged in London yesterday. The new York price declined to 69⅞ cents and the London-New York cross rate improved to 445⅞.

Our market here today was on the easy side, particularly in the early part of the morning. Speculators bought quite a large amount of Sterling at 3-5⅝ for November-December delivery and some Gold Dollars at 77¼.

Banks, however, sold quite freely at these rates and at the close were still anxious to sell, in fact some business later in the day was done in Sterling at 3-5 11-16 for December delivery.

At the close there were sellers of Gold Dollars at 77¼ for September-October delivery and 77⅜ for November-December.

There was again a good demand for Yen today, the market closing with buyers at 62¼ for September-October delivery and sellers at same rate for November-December.

The market closed steady. Banks were quoting 3-6⅜ for Sterling bills today, 78¾ for Gold Dollar bills and 1030 for Franc Bills.

China sold silver in London yesterday and the market is reported as uncertain. New York report their market as steady.

Share Market

In their weekly report on the share market, Messrs. J. P. Bisset and Company state:

Business on the share market has been very dull throughout the week and at the close today quotations generally show an easier tendency.

Quotations from London have been slightly firmer and the following are the latest to hand by cable from our agent there:

Chinese Govt. 5% Reorg. Gold Loan, 1913—British Issue £77.5.0.
Chinese Govt. 5% Reorg. Gold Loan, 1913—French Issue £72.15.0.
Chinese Govt. 5% Reorg. Gold Loan, 1913—German Issue £69.10.0 (sellers).
Chinese Govt. 5% Reorg. Gold Loan, 1913—Belgium Issue £73.10.0 (sellers).
Chinese Engineering & Mining Co., Ltd., "Bearer" £3.8.9.
Shanghai Electric Construction Co., Ltd. "B" £18.17.6 (buyers).
P. & O. Banking Corporation £14.5.0 (buyers).
Shell Transport and Trading Co. "B" £4.12.0.
Oriental Consolidated Mining Co. 10s. 6d. (sellers).

N.B.—Above prices are middle prices unless otherwise stated.

Silk Market

In their weekly report on the silk market, Messrs. William Little and Company state:

Our last report was dated September 1.

White Silk.—The market continued quiet but steady.

Tsatlee New Style.—M. H. Y Blue Dragon and Telma, Ex. 1, 2, [illegible] av.

Tsatlee Filatures.—KK Mars, 1, Tls. 910.

Tussah Filatures 8 coc.—There has been interest displayed for America in Best grades, price [illegible] from Tls. 680 av. to Tls. 700 av.

Cables from Japan quote a steady market, Shinshui No. 1 Yen 1,880.

EXPORT FROM SHANGHAI

From June 1 to date, 6,542 bales white and 5,102 bales yellow silk.

To London, 760 bales silk.

To France, 1,606 bales white and 584 bales yellow silk.

To Italy and Switzerland, 138 bales white silk.

To America, 3,234 bales silk.

To India and Levant, 777 bales white and 4,359 bales yellow silk.

To Coast ports and Russia, 176 bales silk.

Steam filature to Europe, etc., 5,565 bales and America 3,152 bales.

Yellow steam, 848 bales.

Wild silk for Europe, etc., 566 bales and America, 311 bales.

	piculs
Settlements for Europe, &c., Yellow Silk	4,500
Settlements for Europe, &c., Yellow Silk	4,500
Settlements for America, White Silk	3,500
Stock in Shanghai, White Silk	500
Yellow Silk	1,000
Visible Supply for season to date	12,500

Passengers Arrived

Per C. M. s.s. Hsin Kiangtoon from Ningpo: Mr. S. A. Eggert.

Per C. N. s.s. Yunnan from Swatow: M. Brocd.

Per I-C. s.s. Tuckwo from Hankow: Dr. Henry Fowler; from Kiukiang: Rev. and Mrs. Lansdown, Rev. Bunce, Mrs. Gallop and child, Mrs. D. H. Silas, Mrs. Fowler, Mrs. Libby, Mrs. Tavares and two children, Mrs. Pates, Mrs. Johnson and child, Messrs. A. McL. Duncan, F. D. Silas, C. Tavares; from Nanking: Mrs. Summers and son; from Tungchow: Mr. U. P. Wong.

Per C.P.S. s.s. Empress of Asia from Hongkong: Miss T. W. Balcan, Mr. A. Button, Mr. and Mrs. C. H. Craig, Mr. and Mrs. Cheng Yuk-nam, Messrs. Dzing Teh-gyi, D. Everts, Misses O. Ecoles, Fong Kitcehing, Mr. and Mrs. J. M. Gordon, Messrs. C. Gross, Li Tse-fong, Li Shiu-pang and family, K. T. Lin, Mr. and Mrs. H. N. Lau, Rev. and Mrs. J. K. Maconachie, Mrs. E. M. Mitford, Miss C. E. B. Marsh, Mr. and Mrs. Mar Chut, Dr. Ma, Mr. F. D. Macorquadale, Mrs. W. G. Pitcairn, Mrs. H. Rolfe, Messrs. R. Ross, A. L. Shields, Shing Chehang, Mrs. Tong Hok-ting; Through for Vancouver: Mr. V. C. Aldaba, Major M. P. R. Denny, Messrs. H. Hancock, Leung Fuikan, Dr. C. E. Lynott, Capt. C. A. N. Nichols, Capt. andMrs. H. A. Porteous, Misses B. V. Rabbitt, H. M. Steele, Capt. F. R. Stanger, Capt. and Mrs. E. A. Titchmarsh, Mrs. C. B. and Miss L. E. Towill Messrs. Chas. Toy, D. Tenney, L. E. Thompson; for Yokohama: Mr. and Mrs. S. and Miss L. Cohen, Mr. and Mrs. W. Hall, Capt. W. B. Huntley, Capt. V. McNeil, Mr. E. Sadick, Miss I. Van Waveren; for Kobe: Mr. S. T. Williamson.

Per Adl. Line s.s. President Madison from Hongkong: Mr. F. W. Bartling, Misses A. L. Barry, L. Beck, Mrs. Garmen de Recha, Mr. W. S. Forbes, Mrs. S. Gaches, Messrs. J. S. Grace, J. Gutierrez, C. Hammond, Miss G. Hazzle, Mrs. C. Hutchinson, Messrs. C. K. Hing, D. Joseph, Mrs. G. Krikem, Mr. Z. Kitashima, Major and Mrs. John C. H. Lee, Messrs. M. J. Lion, W. Little, Mr. and Mrs. Lim King-lim, Mrs. C. D. McIntosh, Mr. T. H. Nagle, Miss Nei Kingchang, Mrs. P. E. Peabody, Mrs. E. A. Perkins, Mr. G. E. Ramsay, Mr. and Mrs. H. Schoenhant, Messrs. N. Thanwardas, O. Thiel, Mr. and Mrs. J. A. Valles, Miss A. and E. Valles, Dr. and Mrs. J. T. Williams, Master J. and D. Williams, Miss Wong Mon-mun, Mr. J. M. Wong, Misses E. and J. Wong, Mr. M. S. Young. Through for Seattle: Messrs F. Behage, Mrs. M. E. Bell, Mme A. Clement, Capt. and Mrs. E. G. Froberg and family, Rev. and Mrs. J. Lake, Mr. Wm. G. Neere, Miss G. Rogers, Mr. W. D. and Mrs. P. Smith and two children, Mr. J. Whelan; for Victoria: Mr. and Mrs. A. C. Conrad; for Yokohama: Mr. and Mrs. G. B. Patterson; for Kobe: Messrs. D. H. Brien, G. Tegelaar.

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The tender conveying passengers and baggage on board the D.K.K. s.s. Saikio Maru, for Tsingtao and Dairen will leave the Customs Jetty at 12:30 p.m. Wednesday, September 13, 1922

The tender conveying passengers and baggage on board the T.K.K. s.s. Taiyo Maru, for San Francisco will leave the Customs Jetty at 4 p.m.

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PARTY FACTIONS WORRY GEN. WU BY FIGHTS OVER JOBS

Accomplish Nothing But Strife Chihli Leader Tells President Li

(Chung Mei Service)

Peking, Sept. 6.—Wang Yu-fang, a brother of Wang Yu-chi, Director of the Wine and Tobacco Tax Administration, has come to Peking as a special emissary of General Wu Pei-fu to President Li Yuan-hung. He had an interview with President Li this morning when he is reported to have given General Wu's views as follows:

The party factions in the Capital are a source of worry to General Wu who realises that they accomplish nothing and merely tend to widen the breach. Therefore, General Wu urges Dr. Wang Chung-hui, who is a non-party man, to continue as Premier so that the factions will not get to fighting over what man shall be put in his place.

The growing demand for federated provincial self government next comes in for General Wu's criticism. He asks the Central Government to bear in mind that this movement cannot result in anything but continued civil strife if it is permitted.

Local animosities will be protracted and the nation will continue in its split up state despite the efforts of the Peking Governmen to act as unified government.

Lastly the policy of frank publicity was advocated as a saving grace for the financial troubles. Tell the people where the money comes from and where it goes was General Wu's reported message to the President today.

Get men who have a good knowledge of financial practices and let them handle the matter and at the same time keep the public informed so that a policy of economy will necessarily be followed.

Canton Soon To Be Free Of Troops

(Eastern News Agency)

Canton, Sept. 8.—It is generally reported here that General Chen Ching-ming, after resuming the post of Commander in Chief of armies in Kwangtung will put the military administration of Kwangtung in order. He will move all the troops now in Canton outside the city, not a single soldier remaining in Canton.

He will reorganise existing brigades into division system and will prevent military officers' interference on civil administration.

Chinese Bankers Are After Customs

(Chung Mei Service)

Peking, Sept. 6.—The Chinese banks are petitioning the Central Government that the new Customs increase be deposited in reliable Chinese Banks when it is collected. They point out that this would be a great help in maintaining stability in Chinese banking circles.

During the last few days such telegrams have been received in Peking from Chinese bankers in Suiyuan, Hankow and Shanghai.

Shiplines To East To Boost Freights

(Reuter's Service)

New York, Sept. 8.—Fourteen steamship lines, plying between American North Atlantic and Far Eastern ports, have drawn up a schedule of freights, which is stated to be higher than the present rates.

They have also agreed to deposit a sum of $25,000 each as a guarantee of the maintenance of the schedule.

Denies Story Of Strike As Sen

(Independent News Service)

Hankow, Sept. 5.—The news of a strike in the Hanyang Government Arsenal, carried by the Asiatic News Agency from Wuchang, has been denied by Tuchun Hsiao Yao-nan in an official announcement which says that the whole thing is a fabrication.

There has been no strike, no troops were sent to suppress it and no damage whatever has been done to the arsenal which the circulated report said would total $6,000,000.

The Asiatic News Agency report stated that Tuchun Hsiao sent two battalions of troops to Hanyang, and in a clash with the workmen, killed several and the the mob of strikers then destroyed important portions of the machinery.

Dutch Royalties Leave Denmark On Trip To Sweden

(Reuter's Service)

Copenhagen, Sept. 8.—The Queen of Holland and Price Henry left here today for Sweden. Their visit to the Danish Court was characterised by marked cordiality.

CHEFOO SCHOOLS OPEN

(China Press Correspondence)

Chefoo, Sept. 4.—The C. I. M Schools reopened Friday morning. The religious exercises were conducted by Rev. J. Howard Stooke of the faculty who is leaving shortly for a year in Great Britain. The first lecture of the new session is to be given tonight when Lieutenant Hayes, Chaplain of the Huron will discourse on Life in the American Navy.

Passengers Departed

Per C.N. s.s. Poyang for Kiukiang: Miss McDode; for Hankow: Miss A. Gonsalves, Mr. and Mrs. W. North and child.

Per C.N. s.s. Luenyi for Hankow: Mr. N. S. Brown.

Per C.N. s.s. Hsin Peking for Ningpo: Miss Watts, Messrs. Chartny and party of four, C. W. Glass, Mrs. Hopks Rees and infant, Miss and Master Chartny.

Per C.N. s.s. Sinkiang for Hongkong: Mrs. Bevan and infant, Mr. J. A. Offor; for Canton: Mr. and Mrs. Hicks and two children.

Per C.N. s.s. Sunning for Tsingtao: Mr. and Mrs. J. J. Dawe Mrs. R. and Miss J. Peden, Mr. Tully, Master Holcomb.

Per C.N. s.s. Shuntien for Weihaiwei: Mr. T. H. U. Aldridge; for Chefoo: Mr. and Mrs. A. H. Penn, Mrs. Bevan Cooper, Messrs. B. Fraser, Knipple; for Tientsin: Mr. W. C. Smith, Mr. and Mrs. J. L. Chapple.

Per P. and O. s.s. Novara for London: Missess J. Woods, C. J. Moffett, Rev. and Mrs. Oksberg and three children, Messrs. H. J. Taylor, E. Ayling, Mrs. and Miss Porter; for Marseilles: Misses G. H. Miller, L. S. Hammett; for Singapore: Mrs. Lo Chong and two children, Major Moloney, Mr. and Mrs. A. J. Harwood, Mr. H. V. Hollians; for Hongkong: Miss F. Tippin, Mr. and Mrs. A. E. Zucker, Misses E. H. Hartley, M. A. Burley, R. B. Seen, A. Sandlin, Mr. and Mrs. R. Schiffler, Mr. and Mrs. A. Fletcher, Messrs. J. W. Pell, A. L. Pinkerton, H. Schumacher, C. T. Novitski, G. Moore, H. W. Merrick, J. H. Devanev, A. C. Paxton, Tong, Kwai, Wong Chi-kit.

Per S.H. s.s. Shinyue for Vladivostok: Capt. Kondarski, Mrs. E. Filurina, Mrs. and Master Pavloff, Messrs. N. P. Sharkovsky, U. G. Shishkin, V. Zolotorev, G. A. Semenoff, P. Kolge, K. Hodjiev, O. Piniatovsky.

Per C.P.S. s.s. Empress of Asia for Vancouver: Mrs. H. C. Anthony, Mr. and Mrs. C. R. Burkill, Mrs. L. F. Brown, Rev. Father A. Bavol, Messrs. S. K. Y. Chang, J. Dalton, C. McNear, P. E. H. Marsh, Mrs. C. R. Powrie, Messrs. T. Rothe, L. Thomas, Miss O. Winckers, Miss P. I. Chaing, Mr. N. A. Ingrev, Rev. and Mrs. N. C. Jakobson, Misses S. and E. Jakobson, Mr. H. R. Jordon, Misses S. C. Kwong, T. Y. Kwong, Mrs. H. M. Kaminer, Mr. V. W. Logan, Miss E. M. Logan, Mr. J. A. Maire, Mr. W. O. Pinkerton, Mr. and Mrs. J. H. Stooke, Mr. and Mrs. A. Stevens, Messrs. W. M. Webb, J. G. Whittley.

S. V. C. Routine Orders

Shanghai September 9, 1922

No. 115. Command "A" Company, British.—Major H. W. Pilcher will take over temporary command of "A" Company, British, on Lieutenant J. Dalton M. C. proceeding on leave on 9.9. 1922.

No. 116. Winter Uniform.—Winter Uniform will be taken into wear from October 1st, 1922.

Any member not in possession of Winter Uniform should attend at Corps Headquarters as soon as possible to be measured for same.

No. 117. Officers Leave.—Lieutenant F. A. Leitao, Portuguese Company leave extended to 1. 10. 1922.

Olympic Theatre

Showing on Monday and Tuesday, Sept. 11th and 12th

Miss JUANITA ANTIDO

The Jazz Queen of the Orient

Winner of various gold medals in many Competitions. Well known in Europe, America, Singapore, India, Java, Australia and on the Pacific coast.

Latest creation of modern dances.

Miss CONCHITA

The sensational shimmy girl. The girl while shimmying, shakes your heart.

The follower of the latest and up-to-date methods of dancing.

The girl you see once, you will never forget.

SONGS, Modern dances, and vaudeville.

Victoria Theatre

Features to be exhibited during the Week from September 10th to 14th.

On Sunday, Monday and Tuesday, September 10th, 11th and 12th.

MAURICE TOURNEUR Presents

"VICTORY"

Love and gold! The lure of tropic isles, where nature laughs and homeless rakes woo fortune. A dirty port on a sunny sea, where rogues have drifted, seeking loot.

Love and gold! A man with a clean heart, a woman, and a struggle that sets the blood on fire.

Jack Holt, Seena Owen and Lon Chaney in the cast. Conrad's matchless romance of ocean wave and human struggle, living in this great picture of Tourneur's.

Mack Sennett Comedy and Burton Holmes' Travel Picture

On Wednesday, & Thursday, September 13th and 14th.

JESSE L. LASKY Presents

VIVIAN MARTIN

in

"His Official Fiancee"

She wasn't a regular fiancee....just 'Official' but Uncle Albert didn't know that.

For William Waters had avowed that he did not wish to marry only.....wanted an "Official" fiancee for important reason. Dan Cupid was not in accord with Waters and accordingly...but it is a dandy picture and to tell the story would spoil your fun.

Commencing from Sept. 15th there will be a Matinee EVERY DAY at 5.30 p.m.

ADMISSION USUAL MATINEE PRICES

OLYMPIC THEATRE

Tonight *Tonight*

THOS. H. INCE

presents

DOROTHY DALTON

IN

"L'APACHE"

An amazingly vivid picture of the night life of Paris..of the "spenders' in garish cafe's of the strange "half-world" of the fierce Apaches. Two women. One rich frivolous and worse, longing for the love of a man who has tired of her. Another, poor, unfortunate, seeking to escape from the Apache "king". One night these two women meet. The rest of the story you wont soon forget.

Matinee on Sunday, September 10th at 3.15 p.m. Showing
DOROTHY DALTON in "L'APACHE"
and One Ep. of The "ADVENTURES OF TARZAN" Featuring ELMO LINCOLN

In Addition to our Usual Matinees on Saturday's and Sunday's Commencing on September 15th there will be A Matinee Daily at 5.30 p.m.

AT THE ISIS THEATER

Commencing Monday and on Tuesday and Wednesday at 9:15
Also Matinees at 5:30 p.m.

Mabel Taliaferro

IN

"Her Great Price"

A Metro Wonderplay in 6 parts by June Mathis from the Romance by Florence Auer

A cleverly constructed story. An invigorating romance. Full of suspense.

A story of a nobly unselfish heroine who prepares to pay, and finally does pay, "her great price"

ALSO

Episodes 13 & 14 "HURRICANE HUTCH" Episodes 13 & 14

Matinee Today 3 p.m.
Alma Rubens in
"THE GHOST FLOWER"
"HURRICANE HUTCH"
Episodes 11th and 12th

Tonight at 9:15 and Matinee Today at 5:30
ALICE JOYCE in
"The VENGEANCE of DURAND"
Story of love and hate

Commencing Thursday Next, At the ISIS THEATRE

Allan Dwan

An Associated Producers' Special
ALLAN DWAN Presents

"THE FORBIDDEN THING"

An All-Star Cast Including James Kirkwood and King Baggott

The Story of A Faith That Would Not Die. The Story of An All-Conquering Love

—Added Attraction—

LARRY SEMON In His Latest Comedy Knockout "SCHOOL DAYS"

Allan Dwan presents "The Forbidden Thing"

Wu Getting Ready For New Attack By Chang

(Independent News Service)

Hankow, Sept. 6.—Indicative of another approaching crisis between the Chihli and Fengtien factions is the brisk mobilisation now taking place along the Peking-Hankow line. General Wu is evidently the moving spirit of it all.

At a meeting held in Loyang recently where representatives of Hupeh, Kiangsi, Kiangsu, Chihli, Shantung and Honan were present, it was resolved that the policy at this time will be to prepare for the worst with the Fengtien troops which are preparing to come inside the Great Wall again to take revenge on General Wu Pei-fu's army.

General Wu is now studying the resources of the provinces under Chihli control with the view of gaining an assurance of the possible support that can be expected from them in the event of a split with Chang Tso-lin. Confidential telegrams have been sent out to the provinces by General Wu asking them to figure the maximum financial support they are in a position to raise out of their respective provinces. He has ordered huge quantities of rice from Hupeh which lends color to the belief that he has already gone far in his preparedness for war. He has instructed the Hanyang Arsenal to run night shifts in order to increase the output of ammunitions.

The general movements of troops the past week were:

The 27th brigade of the 14th Division, under General Chin Yun-ao, formerly stationed at Changteho and Weihweifu, left for Tientsin on September 3, while the 23rd Division under General Wong Chin-ping is moving from Paotingfu to Chengchow.

The 24th Division troops of General Chang Fu-lai, recently withdrawn from Yochow, Hunan, and now at Chungmow, Kaifeng and Kweitehfu, are also under orders to move within the next few days, though no destination has yet been announced.

Altogether about 60,000 troops are now out at different places along the Kinhan line ready for any new move of Chang Tso-lin.

General Wu Pei-fu may visit Tientsin soon to arrange the distribution of troops in that territory.

(Chung Mei Service)

Peking, Sept. 6.—President Li Yuan-hung sent two emissaries to Shanhaikuan to make investigations concerning the true state of military activities in that region. These investigators returned last night and reported an utter absence of military movement, either on the part of the Chihli or Fengtien troops, with the exception of the police and certain mounted detachments.

At Suiyuan Hsien there is one brigade of Fengtien troops but none of them are coming to the south of the Great Wall.

(Reuter's Pacific Service)

Peking, Sept. 8.—It is reported semi-officially that the number of Fengtien troops in the vicinity of the Great Wall is not being increased. At present there are three yings of Fengtien troops at Chinchow. The neutral zone is occupied only by a company of gendarmerie sent by the Central

WANTS $4,000,000

(Eastern News Agency)

Hankow, Sept. 8.—With the object of replenishing military funds, General Hsiao Yao-nan, Tuchun of Hupeh, has now under consideration a plan to issue military loan bonds to the amount of $4,000,000 on Customs dues of Ichang, Hsinti and Ichang.

CHEFOO STORM CALLED WORST IN PORT'S HISTORY

(China Press Correspondence)

Chefoo, Sept. 4.—Yesterday it was impossible until evening to get out to see the results of one of the worst typhoons experienced in Chefoo. It was a mighty bad gale and for 36 hours blew with fury. The rain was torrential. To venture out of doors on Saturday night was folly. The streets were almost impassable and rickshaws seemed to have vanished.

Saturday morning broke fine, but at 10 o'clock rain suddenly began to pour and the wind to blow with fury. Chefoo was struck by a typhoon. It abated a little on Sunday afternoon but the destroyers just out from the United States had a bad time of it. Most of them on Sunday morning went slowly across to Lighthouse Island where there was shelter from the Easterly gale.

Many of their motor boats and fast launches were caught. Those that were sheltered in the inner harbor were safe but others got blown on to the shore. But what made the community understand the severity of the storm was the spreading of the news that the Hsinming was on the shore at West Beach. This information caused great excitement.

The Hsinming came into the harbor Saturday afternoon but owing to the severity of the gale, its force increased by night went out to the Bluff. There she was blown upon the sands at West Beach. She seems to be embedded well. People waiting in Chefoo to get passages are awkwardly situated for it is a difficult matter to secure accommodation on ships at this busy season. Most berths are taken and with the Hsinming off the run shipping agents will find it harder than ever to meet requirements.

The gale was not very destructive to the newly constructed Bund though a portion of it suffered severely and will have to be rebuilt. After last year the International Committee decided to have the Bund reconstructed of concrete and a fine job has been made of it. But a small part of it proved too weak on Saturday and it will have to be re built with stronger foundations.

Chinese huts and houses were knocked about, some were demolished and one or two foreign buildings were roughly handled by the wind and rain. The temperature was lowered considerably but with the advent of better weather the heat is returning.

During the typhoon the Y. M. C. A. accommodated almost 100 men who could not get back to their ships.

Coolies to day are hard at work getting the launches out of the sand. A whole army of them are being employed to dig out and drag to the sea those that were washed up by the gale.

With the assistance of the U. S. S. Buffalo, the China Merchants' steamer Hsinming, which went aground on the West Beach, off Chefoo, during the storm of September 1, has been refloated, according to word received by the local offices of the company. The China Merchants' steamer Irene also assisted in getting the vessel free. The damage to the Hsinming is reported as negligible and the vessel was to sail for Shanghai last night. She was en route from Tientsin to Chefoo when she went aground.

The Hsinchang, also of the China Merchants' company, has had engine trouble in the north and is expected in here today, towed by the company's steamer Hsinfung from Tientsin. The Hsinchang was forced to come to Shanghai for repairs owing to no firm being able to undertake them in Tientsin, it is reported. The Hsinfung is expected to dock early this afternoon.

Seamen Protesting French 12 Hour Day

Paris, Sept. 8.—The Seamen's Congress has unanimously passed a resolution, protesting against the establishment of a twelve-hour day in the merchant marine.

British Squadron Arrives At Danzig

(Reuter's Service)

Berlin, Sept. 8.—A British squadron has arrived at Danzig to inaugurate direct maritime relations between Britain and Poland. Festivities have been arranged.

Empire Theatre
81, AVENUE JOFFRE
TONIGHT TONIGHT
SHOWING
D. W. GRIFFITH
Presents
"Scarlet Days"
A TALE OF THE OLDEN WEST
Personally Directed by D. W. Griffith

The trail, the strife, the dance hall glare. The blood of youth adventuring. And through it all—soul, as only Griffith can paint it on the screen.

Presented by a great cast, including Richard Barthelmess, Clarine Seymour, Carol Dempster and Ralph Graves.

A flaming epic of love and life in the days when the West was young!

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GARDENS
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To-night ! ! To-night ! !
and all the week end.
Universal Film Manfg. Co.
Presents
One of the finest features
"BLIND HUSBANDS"
told in 7 acts

It throbs with vitality and soars with tremendous sweep straight to its climax.

It deals with life as it is.

It is made with every essential to entertain you in the best way.

WHAT IS
"ALL FOR A WOMAN"
A Red Hot
Great Drama
with
Red Blooded Men
and
Red Corpuscled Women
in
A Rip Roaring Tale
of Tortuous Loves
and
Tumultuous Hates.
Wildest Adventure
with Dynamic Action
and
Crashing Scenes that
will Get Under Your
Skin and Stir up Your
Blood as Nothing has
Stirred it Before

YOU HAVE TO SEE IT

LET'S PRETEND !
That youth is always with us; that love always begins and dwells in a rose garden; that there is no possible harm in a stolen Kiss; that every Girl is a Felicia Day and every Boy is a Dudley Hamilt; that we can never be Unhappy; that trouble is a myth anyway. LET US ALL ENJOY THIS SWEET PHILOSOPHY
with
Constance Binney
QUAINT AND APPEALING STAR IN
"THE STOLEN KISS"
based on the vividly imaginative and colorful novel by LUCILLE VAN SLYKE
"LITTLE MISS BY-THE-DAY"
"They met as Boy and Girl—Met for a Moment on the Garden Wall. And though fate separated them, she Waited. Hope kept alive through all the Dreary years by the sweet recollection of one impassioned embrace—You will regret it if you don't see this Charming picture at the
APOLLO THEATRE
Monday, Tuesday and Wednesday, Sept, 11th, 12th and 13th.
A SENSATIONAL HECTOR TURNBULL story
Thursday, Friday, Saturday and Sunday, September 14th, 15th, 16th and 17th.
SPECIAL DRAMA
Her Husband divided his time between her and his Horses, But her lover didn't own any horses—
He was just a Friend of the family, but the family would have been better off with an Enemy.
BE SURE YOU SEE

MAY McAVOY
BRUCE GORDON, KATHLYN WILLIAMS
In a story of a brave Girl who kept silent while dark suspicions rested upon her because to tell would be to involve the woman who had been her friend and benefactor—
"The Private Scandal"
Just two people—A Man and a Girl—Silhouetted against the Sinking Sun, but in the stern, Cold face of the lover and the pleading, upturned face of the Girl was to be seen a Drama of Human Hearts—Poignant, Gripping, Real.
YOU AND YOUR FAMILY
cannot afford to miss
"The Private Scandal"
A story that sweeps you along with its Powerful Theme.
SEE IT AT THE
APOLLO THEATRE
COMMENCING THURSDAY NEXT—BOOKING AT ROBINSON'S
MATINEE TODAY AT 3 p.m.
The actress of a thousand faces
MAE MARSH in
A splendid photodrama
"SUNSHINE ALLEY"
told in 6 parts by Mary Rider
TONIGHT AT 9:15 p.m.
A DYNAMIC DRAMA OF LOVE AND AMBITION LAVISHLY PRODUCED
"THE WORLD AND ITS WOMAN"
7 PARTS 7 PARTS
by Thompson Buchanan
starring
Geraldine Farrar
AND
Lou Tellegen
An Epic photoplay—A great Screen Achievement
A MAGNIFICENT TRIUMPH!

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. KIANGFOO, Capt. Sorensen, will leave on Sunday, September 10, at midnight. For Freight or Passage, apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. TUCKWO, 3,770 Tons, Captain Campbell, will sail for the above-mentioned ports from Hunt's Wharf on Monday, September 11 at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions to Freight and Passage Departments.

HANKOW & PORTS.—The Str. KIANGHSIN, Capt. Sundlo, will leave on Monday, Sept. 11, at midnight. For Freight or Passage, apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. SUIWO, 2,671 Tons, Captain Jackson, will sail for the above-mentioned ports from Hunt's Wharf on Wednesday, Sept. 13, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions to Freight and Passage Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. WOSANG, 1,783 Tons, Captain King, will sail for the above-mentioned ports from Hunt's Wharf on Thursday, Sept. 14, at about midnight. For Freight apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extension to Freight Department.

HANKOW AND PORTS.—The Indo-China S.N. Co.'s LOONGWO, 3,925 tons, Capt. Holmwood, will sail for the above-mentioned ports from Hunt's Wharf on Friday, Sept. 15, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone: Cen. 241 Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. LUENHO, 2,868 Tons, Captain Woodget, will sail for the above-mentioned ports from Hunt's Wharf on Saturday, Sept. 16, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. KUNGWO 4,635 Tons, Captain Gibb, will sail for the above-mentioned ports from Hunt's Wharf on Monday, September 18, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. KUTWO, 2,664 Tons, Captain Christie, will sail for the above-mentioned ports from Hunt's Wharf on Tuesday, September 19, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions to Freight and Passage Departments.

For Southern Ports

HONGKONG & CANTON.—The Str. KWANGTAH, Capt. McLean, will leave on Sunday morning, Sept. 10. For Freight or Passage, apply to C.M.S.N. Co.

FOOCHOW, KEELUNG AND TAKAO—The O. S. K.'s Cargo and Passenger steamer SEIKYO MARU, 5,000 Tons, Captain J. Nishiwki, will be despatched from the O.S.K. Yangtszepoo Wharf on Monday, September 11, at —— For Freight or Passage, apply to THE OSAKA SHOSEN KAISHA, No. 2 Canton Road, 'Phone Central 4234.

NINGPO.—The steamer HSIN KIANGTEEN, Captain Randbye, will leave on Tuesday, Sept. 12, at 4:30 p.m. For Freight or Passage, apply to C.M.S.N Co.

FOOCHOW.—The Steamer HSINCHI, Captain Davis, will leave on Tuesday morning, Sept. 12. For Freight or Passage, apply to C.M.S.N. Co.

For Northern Ports

TIENTSIN & DAIREN.—The O.S.K.'s Cargo and Passenger steamer FUKUKEN MARU, 5,000 Tons, Captain H. Egusa, will be despatched from the Eleven Section on Sunday September 10, at 12:30 p.m. For Freight or Passage, apply to THE OSAKA SHOSEN KAISHA, No. 2 Canton Road. 'Phone C. 4234.

TIENTSIN Direct.—The Kailan Mining Administration, will despatch the steamer KWANGPING, on September 10, 1922. For Freight or Passage, apply to Agent, 1 Jinkee Road, Tel. C. 317.

NEWCHWANG.—The Steamer TOONAN, Captain Nielcon, will leave on Sunday morning, Sept. 10. For Freight or Passage, apply to C.M.S.N. Co.

CHEFOO & TIENTSIN.—The Str. HSINFENG, Capt. Murphy will leave on Tuesday morning, Sept. 12. For Freight or Passage, apply to C.M.S.N. Co.

TIENTSIN DIRECT.—The Str. HSINWAH, Capt. Sangster, will leave on Tuesday morning, Sept. 12. For Freight or Passage, apply to C.M.S.N. Co.

NEWCHWANG DIRECT.—The Str. KUNGPING, Capt. Hansen, will leave on Tuesday morning, September 12. For Freight or Passage, apply to C.M.S.N. Co.

VLADIVOSTOK DIRECT.—The Mail and Passenger Twin Screw Str. LORESTAN, Capt. Tyree, British Flag, cargo capacity 2,600 tons, equipped with accommodation for 30 First-Class and 30 Second-Class Passengers, wireless telegraph, etc., Owners H. M. H. Nemazee, Hongkong, will be despatched from Shanghai about Wednesday, September 27. The tender conveying mail and passengers will leave the French Mail Jetty on sailing date at 10.30 a.m. For Freight or Passage apply to L. V. LANG, Agents, No. 8 French Bund. (Telephone Nos. Central 3059 and 3060).

For Foreign Ports

SAN FRANCISCO VIA NAGASAKI, INLAND SEA, KOBE, YOKOHAMA & HONOLULU.—The s.s. TAIYO MARU, 22,000 Tons, Captain H. Nagano, will be despatched on Wednesday, Sept. 13. Tender conveying passengers and mails will leave Customs Jetty at 4:00 p.m. For passage, apply to TOYO KISEN KAISHA, No. 71 Szechuen Road, Shanghai. Tel. No 3229 and 3230.

HONGKONG, SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, LONDON, HAMBURG, ROTTERDAM & ANTWERP.—The O.S.K.'s Cargo and Passenger steamer LONDON MARU, 15,000 Tons, Captain K. Kitano, will be despatched from the O.S.K. Buoy on Friday, September 15, at —— For Freight or Passage, apply to THE OSAKA SHOSEN KAISHA, No. 2 Canton Road, Phone C. 4234.

Shipping Items

YANGTSZE PORTS

The C.N. s.s. Shengking left Hankow on Thursday and is due in Shanghai this morning.

The C.N. s.s. Whangpu left Hankow on Friday and is due in Shanghai tomorrow morning.

The I-C. s.s. Suiwo left Hankow yesterday and is due in Shanghai on Tuesday.

The C.M. s.s. Kiangshun left Hankow yesterday and is due in Shanghai on Tuesday.

The I-C. s.s. Wosang will leave Hankow today and is due in Shanghai on Wednesday.

The C.N. s.s. Tatung will leave Hankow today and is due in Shanghai on Wednesday.

The I-C. s.s. Loongwo will leave Hankow tomorrow and is due in Shanghai on Thursday.

The C.M. s.s. Chungking will leave Hankow tomorrow and is due in Shanghai on Thursday.

The C.M. s.s. Kiangtsen will leave Hankow on Tuesday and is due in Shanghai on Friday.

The I-C. s.s. Luenho will leave Hankow on Tuesday and is due in Shanghai on Friday.

The C.N. s.s. Woosung will leave Hankow on Tuesday and is due in Shanghai on Friday.

SOUTHERN PORTS

The C.M. s.s. Yushun will leave Foochow today and is due in Shanghai on Tuesday.

The C.M. s.s. Hsinchi left Foochow on Friday and is due in Shanghai today.

The I-C. s.s. Yatshing is due in Shanghai from Hongkong and Swatow today.

The I-C. s.s. Yusang is due in Shanghai from Hongkong tomorrow.

The I-C. s.s. Hangsang is due in Shanghai from Canton, Hongkong and Swatow on Tuesday.

The C.N. s.s. Soochow will leave Hongkong today and is due in Shanghai by way of Amoy on Thursday.

The C.N. s.s. Kanchow will leave Hongkong on Tuesday and is due in Shanghai on Saturday.

NORTHERN PORTS

The C.N. s.s. Yingchow left Tsingtao on Friday and is due in Shanghai today.

The I-C. s.s. Hopsang is due in Shanghai from Tsingtao tomorrow.

The I-C. s.s. Koonshing is due in Shanghai from Tientsin, Chefoo and Weihaiwei tomorrow.

The C.M. s.s. Hsinming was expected to leave Chefoo Friday night and is due in Shanghai today.

The C.M. s.s. Taishun left Tientsin for Dairen and Shanghai yesterday.

The C.N. s.s. Tungchow will leave Tientsin today and is due in Shanghai by way of Chefoo and Weihaiwei on Wednesday.

The C.N. s.s. Sunning will leave Tsingtao on Tuesday and is due in Shanghai on Thursday.

The D.K.K. s.s. Saikio Maru is due in Shanghai from Dairen and Tsingtao this morning and will dock at the Whangpoo Wharf. The steamer will sail for Tsingtao and Dairen at 1.30 o'clock tomorrow afternoon, and the tender with outgoing passengers will leave the Customs Jetty at 12.30 o'clock.

The K.M.A. s.s. Sheaf Lance (chartered) left Chinwangtao for Shanghai on Friday.

The K.M.A. s.s. Halvdan (chartered) left Chinwangtao for Shanghai on Friday.

JAPAN PORTS

The N.Y.K. s.s. Hakuai Maru left Moji for Shanghai on Friday and is to dock at the N.Y.K. Wharf today.

The N.Y.K. s.s. Kumano Maru will leave Moji for Shanghai tomorrow and is to dock at the N. Y. K. Wharf on Wednesday.

INDIAN LINES

The B.I. s.s. Janus left Calcutta for Rangoon, Straits, Hongkong and Shanghai on Friday, August 18 and is due here aobut Sept. 12.

EUROPEAN LINES

The P. & O. s.s. Macedonia, from London on August 4 with mail, was expected to arrive at Hongkong yesterday morning.

The M.M. s.s. Porthos was due to sail from Marseilles yesterday and is expected to arrive in Shanghai on October 16.

The P. & O. s.s. Dongola sailed from London at 1 o'clock Friday afternoon, September 1 and is due to arrive in Shanghai on October 11.

The Blue Funnel s.s. Hyson, from Liverpool, left Singapore for Hongkong and Shanghai on Thursday.

The Blue Funnel s.s. Teiresias, enroute for Liverpool and ports, left Yokohama for Miike and Shanghai on Thursday.

The M.M. s.s. Angers, from Marseilles on August 11 with mail, left Saigon at 3 o'clock Friday afternoon and is expected to arrive in Shanghai on September 18.

The Blue Funnel s.s. Antilochus, from United Kingdom, left Hongkong at 3 o'clock Thursday afternoon and is due in Shanghai this morning.

The M.M. s.s. Amazone will sail from Shanghai for Marseilles and ports on Saturday morning and the tender with outgoing passengers and hand baggage only, will leave the French mail jetty at 9 o'clock. Heavy baggage should be delivered to the Company's office before noon, Friday.

The P. and O. s.s. Novara sailed from Shanghai yesterday morning and is due to arrive in London on October 25.

AMERICAN LINES

The Adl. Line s.s. President Jackson left Seattle on Saturday, September 2, and is expected to arrive in Shanghai via Yokohama and Kobe on September 19.

The Adl. Line s.s. Elkton left New York for Manila on August 26.

The Dollar s.s. Diana Dollar is due to sail from San Francisco for Oriental ports on September 22.

The P.M. s.s. President Wilson which sailed from San Francisco on September 2, was due to leave Honolulu on Friday and is expected to arrive in Shanghai by way of Yokohama and Kobe on September 22.

The C.P.S. s.s. Empress of Russia was due to leave Vancouver on Thursday and is expected to arrive in Shanghai by way of Japan ports on September 22.

The Dollar s.s. Grace Dollar left Vancouver for the Oriental ports on September 3.

The Dollar s.s. M.S. Dollar left Kobe for Moji and Shanghai on Tuesday.

The Adl. Line s.s. Suruga arrived at Cebu from Manila on Thursday.

The Blue Funnel s.s. Ajax arrived in Shanghai from U. S. A. and ports yesterday afternoon and is docked at the Holt's Wharf.

The C.P.S. s.s. Empress of Asia sailed from Woosung early this morning and is due to arrive in Vancouver on September 25.

The T.K.K. s.s. Taiyo Maru will sail from Woosung for San Francisco next Wednesday and the tender with passengers and baggage, will leave the Customs jetty at 4 o'clock Wednesday afternoon.

The Adl. Line s.s. President Madison arrived in Shanghai from Hongkong yesterday and is docked at the C. M. Central Wharf. The vessel will sail for Seattle at 12.30 o'clock this afternoon and is due there by way of Kobe and Yokohama on September 26.

Hotel Arrivals

PALACE HOTEL

Mr. E. A. Craford, Chefoo.
Mr. and Mrs. W. E. Bridgeman, New York.
Mr. Andrew Tse, Hongkong.
Mrs. S. Tse Yan, Hongkong.
Miss K. Tse, Hongkong.
Miss A. Dormelly, Houston Tax.
Mr. Wm. A. McCall, New York.
Mrs. M. Libby, San Francisco.
Miss Parker, New York.
Miss Waterbury, New York.
Mr. and Mrs. Boyle, Vancouver.
Mr. P. Wharns, London.
Mr. C. M. Campbell, Bradford.
Mr. E. R. Long, Tientsin.
Mr. and Mrs. Carpenter, Japan.
Mrs. N. A. Brandt, Peking.
Mr. and Mrs. Battegay, Tientsin.
Dr. E. Hufmann, Kyoto.
Mr. E. S. M. Stewart, Manchester.

KALEE HOTEL

Mr. K. C. Li, New York.
Mr. A. A. d'Eca, Soochow.
Mr. L. Baker, Hankow.
Mr. P. Keelan, Los Angeles.
Rev. and Mrs. L. Webster, Peking.
Dr. Wong, Nanking.
Mrs. N. H. Houghton, Peking.
Miss K. Houghton, Peking.
Miss M. Perrin, Peking.
Mr. Fred. T. Wocllberton, New York.
Mr. D. C. Smith, Seattle Wash.
Dr. A. L. Ceasar, New York.
Mr. Porak, Peking.

ASTOR HOUSE HOTEL

Mr. N. Klein, Antwerp.
Mr. J. Bochner, Antwerp.
Miss Dorothy Harkes, Manila.
Mr. L. S. Horsfall, Peking.
Miss E. J. Lindgren.
Mr. G. R. Coleman, New York.
Mr. W. Sundheimer.
Mr. and Mrs. H. Eichheim, Boston.
Mr. N. Cousens, Bradford.
Mr. H. O. Hereford, New York.
Mr. R. E. Winters, Washington.
Mr. H. R. Jordan, Tsintao.
Mr. and Mrs. H. S. Kirkland, Vancouver.
Miss Johnson, Portland.
Mrs. E. V. Bensechem, Kobe.
Mrs. P. Meares, London.
Mr. H. D. Daggit, New York
Miss Greathead, London.
Mr. H. W. Hirshheim, Wisconsin.
Mr. and Mrs. S. Gatton, Wisconsin.
Mr. and Mrs. C. Edgcombe, Japan
Mrs. V. M. Bond, Japan.
Mr. and Mrs. A. D. Prince, U. S. A.
Mr. F. H. Hilton, Boston.
Mr. F. M. Titus, Kobe.
Mr. B. A. Trazer, Chefoo.
Mr. L. S. Spafford.
Mrs. I. McHugh, Washington.

T. K. K.
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP CO.)
via Nagasaki, Dairen, Kobe, Yokohama and Honolulu.
ALONG THE PATHWAY OF THE SUN.

PROPOSED SAILINGS FROM SHANGHAI

FOR SAN FRANCISCO

S.S. "TAIYO MARU" via Nagasaki ..... Sept. 13
S.S. "TENYO MARU" via Nagasaki ..... Oct. 8
S.S. "KOREA MARU" via Nagasaki ..... Oct. 22
S.S. "SHINYO MARU" via Nagasaki ..... Nov. 5

FOR HONGKONG

S.S. "KOREA MARU" via Manila ..... Oct. 1
S.S. "SHINYO MARU" via Manila ..... Oct. 17
S.S. "TAIYO MARU" via Manila ..... Nov. 12
S.S. "TENYO MARU" direct ..... Dec. 3

THE ROBERT DOLLAR CO. SAN FRANCISCO
DOLLAR LINE
REGULAR TRANS-PACIFIC and NEW YORK FREIGHT SERVICE
FOR SAN FRANCISCO, SEATTLE and VANCOUVER
S.S. "GRACE DOLLAR" early October.
*S.S. "HAROLD DOLLAR" about end of October.
*CALLING AT SAN PEDRO IF INDUCEMENT OFFERS.
FOR NEW YORK via HONGKONG, MANILA, SINGAPORE and SUEZ CANAL
S.S. "M. S. DOLLAR" first half September
Calling at Genoa and Marseilles
Cargo accepted for local ports of call. Through Railway Bills of Lading issued to the Principal Cities of the United States and Canada. For further information as to Freight Rates, etc., apply to
THE ROBERT DOLLAR CO.
ROBERT DOLLAR BUILDING.
2 Canton Road. Telephone Central Nos. 6373, 6373 and 6374

CANADIAN PACIFIC
STEAMSHIPS LIMITED
EMPRESS OF CANADA sails for Manila and Hongkong, Saturday, September 9. Tender ALEXANDRA with outgoing passengers and all baggage leaves the Customs Jetty at 8 a.m.
EMPRESS OF ASIA sails for Vancouver Saturday, September 9. Tender ALEXANDRA with outgoing passengers and hand baggage only leaves Customs Jetty 5:30 p.m. All heavy baggage to be delivered to Company godown before 3 p.m. Friday.
Largest Steamers on the Pacific
LARGEST STEAMERS BETWEEN CANADA AND EUROPE.

Steamer	Leave S'hai	Arrive Vanc'r	Connecting with	Leave Quebec	Arrive S'hampton C'bourg
E. Asia	Sept. 9	Sept. 25	E. France	Oct. 3	Oct 10
E. Canada	Sept. 23	Oct. 9	E. Britain	Oct. 17	Oct. 24
E. Russia	Oct. 7	Oct. 23	E. France	Oct. 31	Nov. 7
E. Australia	Oct. 21	Nov. 7	E. Britain	Nov. 14	Nov. 21

FORTNIGHTLY SAILINGS THEREAFTER, WITH SAME CONNECTIONS THROUGH TO EUROPE.
Empress of France and Empress of Britain arrive Hamburg two days later than Southampton.
TO HONGKONG VIA MANILA

Empress of Canada	Sept. 9
Empress of Russia	Sept. 23
Empress of Australia	Oct 8
Empress of Asia	Oct. 21
Empress of Canada	Nov. 4

FORTNIGHTLY SAILINGS THEREAFTER
Dominion Express Travellers Checks Sold.

Freight Department	Passenger Department
Corner Peking and Yuen Ming Yuen Roads.	Palace Hotel Building 19 The Bund.
Telephone Central 181	Telephone Central 181
Cable Address. "NAUTILUS"	Cable Address. "GACANPAC"

THE ADMIRAL LINE
PACIFIC STEAMSHIP COMPANY
FREIGHT & PASSENGER
TRANS-PACIFIC SERVICE.
"The Short Route"
16 DAYS SHANGHAI TO SEATTLE
Via Kobe, Yokohama and Victoria

	Leave Shanghai	Arrive Seattle
"PRESIDENT MADISON"	Sept. 10	Sept. 26
"PRESIDENT McKINLEY"	Sept. 24	Oct. 10
"PRESIDENT JACKSON"	Oct. 8	Oct. 24
"PRESIDENT GRANT"	Oct. 22	Nov. 7
"PRESIDENT JEFFERSON"	Nov. 5	Nov. 21

SPECIAL THROUGH RATE TO EUROPE, $620.50
FREIGHT AND PASSENGER SERVICE TO HONGKONG AND MANILA

	Leave Shanghai
"PRESIDENT MCKINLEY"	Sept. 7
"PRESIDENT JACKSON"	Sept. 21
"PRESIDENT GRANT"	Oct. 5
"PRESIDENT JEFFERSON"	Oct. 19
"PRESIDENT MADISON"	Nov. 2

Through Bills of Lading to all United States and Canadian overland points; also via Panama Canal Lines to Atlantic Ports.
THE ADMIRAL LINE
Managing Agents U. S. Shipping Board.
CORNER NANKING AND KIANGSE ROADS.
Tel. C. 5971-5972-5973. Tel. Address "Admiraline"
ANYWHERE ON THE PACIFIC

"Sooner or later" is a smooth-sounding phrase, but the man who uses Want Ads knows that it pays to DO IT NOW

PACIFIC MAIL S.S. CO.
"SUNSHINE BELT"
TRANS-PACIFIC SERVICE
PASSENGER AND FREIGHT,
FOR SAN FRANCISCO via KOBE, YOKOHAMA and HONOLULU

S.S. PRESIDENT CLEVELAND	Sept. 16
S.S. PRESIDENT WILSON	Oct. 7
S.S. PRESIDENT TAFT	Oct. 17
S.S. PRESIDENT LINCOLN	Oct. 28
S.S. PRESIDENT PIERCE	Nov. 7

FOR HONGKONG via MANILA.

S.S. PRESIDENT CLEVELAND	Sept. 2
S.S. PRESIDENT WILSON	Sept. 24
S.S. PRESIDENT TAFT	Oct. 4
S.S. PRESIDENT LINCOLN	Oct. 15
S.S. PRESIDENT PIERCE	Oct. 25

Through tickets and Bills of Lading issued to all points in United States, Mexico, Central America, South America and Cuba.
PACIFIC MAIL STEAMSHIP COMPANY
Managing Agents
U.S. SHIPPING BOARD
1 B. Nanking Road
Palace Hotel Building. Telephones: C. 5056 and 5057.
Cable Address: SOLANO.

PACIFIC MAIL S. S. Co.
OFFERS
SPECIAL THROUGH FIRST-CLASS RATE
SHANGHAI TO EUROPE
Via SAN FRANCISCO AND NEW YORK
$620.50
Which includes:
Minimum Berth to San Francisco, First Class Rail Accommodations San Francisco to New York with Stopover Privileges Berth and Accommodations on Any Atlantic Ocean Steamer—Valued at $205.00.
Does Not Include Berth and Meals Across American Continent.
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Managing Agents
U.S. SHIPPING BOARD
1B Nanking Road Telephone C. 5056, 5057
Cable Address: "SOLANO"

STRUTHERS & BARRY
MANAGING AGENTS U. S. SHIPPING BOARD
For San Francisco Direct:
U.S.S.B. "TANKER DILWORTH" Sept. 28
Available for bulk oil shipment. Calling at Los Angeles if inducement offers.
From San Francisco And Los Angeles via Japan Ports:
S.S. "ELKRIDGE" Sept. 28
S.S. "WEST PROSPECT" Oct. 18
For Hongkong, Philippine Islands, Singapore And Java Ports:
S.S. "ELKRIDGE" Sept. 20
S.S. "WEST PROSPECT" Oct. 19
L. EVERETT GENERAL AGENT
Japan, China, Philippine Islands, Indo China, Straits, Java
SHANGHAI OFFICE No. 5 Jinkee Road, TEL: C 5017,
TELEGRAMS-"DIXSTRUTH"

CHINA MAIL S.S. CO., LTD.
PASSENGERS AND FREIGHT.
SAILINGS FROM SHANGHAI
(Subject to change)
FOR SAN FRANCISCO via JAPAN and HONOLULU

S.S. "CHINA"	Sept. 12
S.S. "NILE"	Oct. 3
S.S. "NANKING"	Oct. 30

FOR HONGKONG DIRECT

S.S. "NILE"	Sept. 19
S.S. "NANKING"	Oct. 17
S.S. "CHINA"	Nov. 16

The above steamers connect at Hongkong with the Steamers "GORJISTAN" and "ARMANESTAN" (Passengers and Freight), in service between Hongkong, Amoy, Singapore, Batavia and Sourabaya.
Bills of Lading issued to all ports of call, United States and Canadian Overland Points, Mexico, Central and South America, Panama, Cuba and Atlantic Coast Ports of the United States.
For information regarding Passenger Fares, Freight Rates and further particulars as to sailings, apply to
F. R. BARRETT
FREIGHT AND PASSENGER AGENT
Corner Szechuen and Kiukiang Roads,
Telegraphic Address "CHIMAIL."
Telephones:
General Office Central 4773
Agent Central 4313

GENERAL SHIPPING NEWS

N. Y. K. LINE

PROPOSED SAILINGS FROM SHANGHAI

FOR EUROPE
Atsuta Maru .....Sept. 11
Matsumoto Maru ....Sept. 21
Kashima Maru .....Sept. 25
Toyohashi Maru first half of Oct.

FOR VICTORIA, SEATTLE AND VANCOUVER
Shizuoka Maru .....Oct. 4
Yokohama Maru .....Oct. 27

FOR NEW YORK VIA PANAMA
Lyon Maru .....Sept. 17
Cargo only.

FOR JAPAN
Chikugo Maru .....Sept. 11
Hakuai Maru .....Sept. 13
Suwa Maru .....Sept. 18
Kumano Maru .....Sept. 16
Yamashiro Maru .....Sept. 19
Yawata Maru .....Sept. 20
Takeshima Maru ....Sept. 22
Nikko Maru .....Sept. 23

FOR HONGKONG DIRECT
Shizuoka Maru .....Sept. 14

FOR AUSTRALIA, sailing from Hongkong
Tango Maru .....Sept. 19

FOR SOUTH AMERICA. Via Durban and Cape Town From Kobe
Kanagawa Maru Beginning of Oct.

For freight, passage and further information apply to
NIPPON YUSEN KAISHA
3, North Yangtsze Road, Shanghai.
Phones: Passenger Dept., North 1159 and 2729; Freight Dept. (Ocean) North 1155 and 167, (Local) North 1154, 1157.
Tel. Add.: "Yusen, Shanghai."

M. M.

MESSAGERIES MARITIMES.
SERVICES CONTRACTUELS.

Mail Steamer	Next Sailings from Marseilles	Probable Arrival at Shanghai	Probable Sailing From Shanghai
AMAZONE			
ANGKOR			16th Sept.
ANGERS	11th Aug	18th September	30th Sept.
AZAY LE RIDEAU	25th Aug.	2nd October	14th October
PORTHOS	8th Sept.	16th October,	28th October
CHAMBORD	22nd Sept.	30th October	11th Nov.
			25th November

LIGNES COMMERCIALES (Cargo Boats)
LIEUTENANT DE MISSIESSY expected Shanghai, on Thursday, the 14th September.

Steamers and dates subject to alteration without notice.
Tel. 3260 Shipping Department. Tel. 987 Passenger Department.
OFFICES: 9 French Bund.
Consignation Transit Representation.

North and South China Line

NORTH CHINA LINE — SOUTH CHINA LINE

For Portland via Taku Bar and Dairen
S.S. "WEST ORAWA" ..... Oct. 13th

From Portland, Ore, U. S. A.
S.S. "HANNAWA" ..... Sept. 16th
S.S. "WEST ORAWA" ..... Oct. 6th

For Hongkong And Manila.
S.S. "HANNAWA" ..... Sept. 18th

Through Bills of Lading issued to New York, Baltimore, Philadelphia, Charleston, and Boston in connection with fast Intercoastal Liners.

For information as to Freight Rates, etc., apply to

COLUMBIA PACIFIC SHIPPING CO
Managing Agents U. S. Shipping Board.
Tel. C. 463 No. 6 Kiukiang Road, Shanghai. (4th Floor).

O. S. K.

PROPOSED SAILINGS FROM SHANGHAI

FOR EUROPE. For London, Hamburg, Rotterdam and Antwerp via H'kong, S'pore, Colombo, Port Said and Marseilles.
S.S. "LONDON MARU" ..... Sept. 15
(Cabin passengers can be accommodated)

FOR NEW YORK. Via Japan Ports, San Francisco and Panama
S.S. "HAVANA MARU" ..... Sept. 18

FOR TACOMA & SEATTLE. ViaDairen, Japan Ports, Victoria, & Vancouver.
S.S. "ALABAMA MARU" ..... Sept. 21

FOR HONGKONG DIRECT.
S.S. "ARABIA MARU" ..... Sept. 23

FOR NORTH CHINA PORTS. Tientsin Direct.
S.S. "FUKUKEN MARU" ..(At 12:30 p.m.) ..Sept. 10

FOR FORMOSA. For Keelung and Takao via Foochow.
S.S. "SEIKYO MARU" ..... Sept. 11

FOR JAPAN VIA DAIREN
S.S. "ALPS MARU" ..... Oct. 13

OSAKA SHOSEN KAISHA
Shipping Office. 2 Canton Road..... Phone Central 4234
Wharf Office. 26 Yangtszepoo Road. ....Phone East 208 and 213.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

Information For Mariners

SUNDAY, SEPT. 10, 1922

(The evening tides are higher than the morning tides, they are about equal at noon and midnight).
Approximate rise, at springs 4 1/4 h; at neaps, 5 h.
fall, at spring 8 1/4 h; at neaps, 7 1/2 h.

Time	Range	Time	Range
2h. 16m.	8ft. 9in.	2h. 32m.	9ft. 4in.

High Water at Tungsha Lightship
(The evening tides are higher than the morning tides).
Approximate rise, 5 1/2 h; approximate fall, 7 h.

A.M. H.	A.M. M.	P.M. H.	P.M. M.
1	18	1	34

Time of Moonrise, Moonset, Sunrise, Sunset						
Moon Rises	Moon Sets	Sun Rises	Sun Sets	Daylight		Dark
8.24 p.m.	8.52 a.m.	5h. 42m.	6h. 11m.	4h.	57m.	6h. 56m.

Mean Barometric Pressure at Shanghai.
For September 29.90 in.
759.5 mm.

Meteorological Reports

September 9, 1922.
Sun rises today at 5.41
Sun sets today at 18.15

(inches)	SICCAWEI 16.00 (120 EGC) Sept. 7.	21.00	4.00 (120 EGC) Sept. 8.	9.00
Barometer (variation for 24 hrs.	29.82	29.84	29.82	29.85
at 32° F. (variation for 12 hrs.	−0.06	−0.09	−0.06	−0.06
Wind—direction	−0.06	−0.07	0.00	†0.01
Wind—miles per hour	E	ENE	ENE	ENE
Temperature (Fahr.)	4.8	11.2	3.7	9.3
Humidity %	79°0	74°5	71°6	80°8
Nebulosity (0 to 10)	80	94	100	78
Barometer (mean 4 obs.)	10	10	0	7
SICCAWEI ABRIDGED REPORT	—	—	0.004	—

September 7.

	Mean.1922	Variation	24 hrs. Previous average same period
Rainfall (inches)	29.86	−0.05	29.82
Temperature (Min. 64°0) (Fahr.) (Max. 84°2)	74°1	−1°4	76°0
Total rainfall, since Jan. 1 to midnight before last (inches)	33.944	0.004	36.02

P. & O.

British India (Apcar) and E. & A. S.S. Lines

Future Sailings for	Steamship	Sailing about
Marseilles, London, Antwerp—via Hongkong, Straits, Ceylon and Egypt.	MACEDONIA	Sept. 23
	KALYAN	Oct. 7
	MANTUA	Oct. 21
	DONGOLA	Nov. 4
Bombay—via Hongkong, Straits and Colombo.	SOUDAN	Sept. 16
	MACEDONIA	Sept. 23
Calcutta—via Kobe.		
Calcutta—from Hongkong via Singapore and Penang.	TAKADA	Sept. 15
	TORILLA	Sept. 20
Sydney and Melbourne—from Hongkong.	ARAFURA	Oct. 5
	ST. ALBANS	Nov. 2
	EASTERN	Nov. 30

*P. & O. and B.I.S.N. Co.'s tickets interchangeable.
Steamers and Dates liable to be altered or cancelled without notice
For particulars regarding Freight or Passage, apply to Mackinnon, Mackenzie & Co., Agents, Union Building, 1 Canton Rd.
Telephones: General: Central 169 Passage: Central 2510 Freight: Central 2069

BARBER STEAMSHIP LINES, INC.

FOR NEW YORK AND BOSTON VIA PANAMA

	LATE	EARLY
S.S. "SATSUMA"	SEPT.	OCT.

For rates and particulars apply to

THE BARBER S. S. LINES, INC.
THE ADMIRAL LINE, Agents,
Cor. Nanking and Kiangse Rds. Tel. C. 5971, 5972 and 5078.

Visit the
Yangtsze Gorges

The most spectacular inland water trip in the world. Especially delightful at this season of the year.

S.S. ALICE DOLLAR
S.S. ROBERT DOLLAR II
Luxurious Steamers, Cuisine Excellent
(Passenger and Freight Service)
Sailing Every Few Days Between
ICHANG and CHUNGKING
THE ROBERT DOLLAR Co.
The American Express Co.
Shanghai—Tientsin—Peking—Hankow.

The China Press Mail Schedule

SUNDAY, SEPTEMBER 10, 1922

Date and Destination	Per	Chi.	Br.	U.S.A.	Reg
TODAY					
Japan, Canada, U.S.A. and Europe	P. Madison	10.00			9.30
Japan, Canada, U.S.A. & Europe via Canada	P. Madison		B11.00		
River ports	Train & Str.	21.00			21.00
W'wei, C'foo, T'tsin	Fausang	9.30	9.30		9.00
Foochow	Seikyo M	15.30			12.00
Hongkong	Atsuta M.		15.30		15.00
U. S. of America	P. Madison			A10.30	
Japan Ports	Chikugo M.	16.00			15.30
TOMORROW					
Ningpo	Hsin Peking		15.00		
Tientsin	Train		17.00		
Hankow	Train		17.00		
Germany direct	Havelland	c17.00			
Tsingtao & Dairy	Saikio M.	11.00			
Hongkong and Canton	Yingchow	21.00			10.30
Swatow	Kashing	21.00			21.00
Hongkong	Yingchow				21.00
Vladivostok & Siberia	Via P. & H	17.00			
River ports	Train & Str.	21.00			17.00
Antung	Kwellin	21.00			21.00
Newchwang	Changchow	21.00	17.00		21.00
Tientsin	Hsinfung	21.00	17.00		21.00
Foochow	Hsinchi	21.00			21.00
H'kong, C'ton Straits, India & Europe via Suez	Atsuta M,	B8.30			21.00
Tuesday, September 12					
W'wei, C'foo and T'tsin	Fengtien	13.30	13.30		13.30
S'tow, H'kong, C'ton	Hopsang	21.00			21.00
Swatow and Hongkong	do		17.00		
Japan Ports	Hakuai M.	19.00			18.30
Vladivostok & Siberia	Via P. & H.	17.00			17.00
River ports	Train & Str.	21.00			21.00
Hongkong and Canton	†S'zuoka M.	15.30			15.00
Wednesday, September 13					
Japan, H'lulu, Canada, U. S. A. & Europe	Taiyo M.	13.30			13.00
Chefoo and Tientsin	Chekiang	21.00	17.00		21.00
W'wei, C'foo and T'tsin	Koonshing	12.30	12.30		12.00
Amoy, H'kong & C'ton	Luchow	21.00			21.00
Amoy and Hongkong	do		17.00		
Australia & New Zealand via Hongkong	do	17.00	17.00		16.30
Newchwang	Chinkiang	21.00			21.00
Japan, H'lulu, Canada, U. S. A. and Europe via U. S. A.	Taiyo M.		14.00		13.00
Thursday, September 14					
H'kong, Canton, Straits, India & Europe via Suez	London M	16.00			15.30
Swatow and Hongkong	Wingsang		17.00		
Friday, September 15.					
Hongkong and Canton	Sunning		21.00		21.00
Saturday, Septe. 16					
H'kong, C'ton, Straits, India & Europe via Suez	Amazone	B7.00			8.30
H'kong, Straits, India & Europe via Suez	Soudan	9.00			

A Registered matter at 6 p.m. today.
B Registered at 5 p.m. on previous day.
C Parcel mail only.

Vessels Due

Amazone, *Japan*	Sep. 14	Lucnho, *Hankow*	Sep. 15
Angers, *Marseilles*	Sep. 18	Loongwo, *Hankow*	Sep. 14
Antilochus, *Liverpool*	Sep. 10	Macedonia, *London*	Sep. 13
Atsuta Maru, *Japan*	Sep. 10	Nile, S. *Francisco*	Sep. 18
Chungking, *Hankow*	Sep. 14	Poyang, *Hankow*	Sep. 16
Hakuai Maru, *Japan*	Sep. 10	Saikio Maru, *Dairen*	Sep. 10
Hangchow, *Hongkong*	Sep. 13	Shengking, *Hankow*	Sep. 10
Hangsang, *Hongkong*	Sep. 12	Shuntien, *Tientsin*	Sep. 17
Hopsang, *Tsingtao*	Sep. 11	Shidzuoka Maru, *Seattle*	Sep. 12
Hsinchi, *Foochow*	Sep. 10	Sakaki Maru, *Dairen*	Sep. 14
Hsin Kiangteen, *Ningpo*	Sep. 12	Soochow, *Hongkong*	Sep. 14
Hsinming, *Chefoo*	Sep. 10	Suiwo, *Hankow*	Sep. 12
Hsin Ningshao, *Ningpo*	Sep. 10	Sunning, *Tsingtao*	Sep. 14
Hsin Peking, *Ningpo*	Sep. 10	Suwa Maru, *London*	Sep. 17
Kanchow, *Hongkong*	Sep. 16	Szechuen, *Hongkong*	Sep. 18
Kiangfoo, *Hankow*	Sep. 18	Taiyo Maru, *Hongkong*	Sep. 13
Kiangteen, *Hankow*	Sep. 15	Tatung, *Hankow*	Sep. 13
Kiangshun, *Hankow*	Sep. 12	Tungchow, *Tientsin*	Sep. 13
Kiangan, *Hankow*	Sep. 16	Whangpu, *Hankow*	Sep. 11
Kiangyu, *Hankow*	Sep. 17	Woosung, *Hankow*	Sep. 15
Koonshing, *Tientsin*	Sep. 11	Wosang, *Hankow*	Sep. 13
Kungwo, *Hankow*	Sep. 16	Wuchang, *Hankow*	Sep. 18
Kumano Maru, *Japan*	Sep. 13	Yamashiro Maru, *Japan*	Sep. 16
Kutwo, *Hankow*	Sep. 17	Yatshing, *Hongkong*	Sep. 10
Liangchow, *Tsingtao*	Sep. 17	Yingchow, *Tsingtao*	Sep. 10
Luenyi, *Hankow*	Sep. 17	Yusang, *Hongkong*	Sep. 11
		Yawata Maru, *Japan*	Sep. 17
		Yushun, *Foochow*	Sep. 12
		Yungshin, *Ningpo*	Sep. 12

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THE LARGEST RAILWAY IN THE WORLD

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General Traffic Office, Glen Line Building,
—or—
American Express Co., Thos. Cook & Son.

Future Sailings

FOR AMERICA AND CANADA

Sep.	10	—	New York via Suez	C. of Lincoln	Br. J. M. & Co.
Sep.	10	12.30	Seattle	†P. Madison	Am. Adl. Line
Sep.	13	4.00	San Francisco	†Taiyo Maru	Jap. T. K. K.
Sep.	16	—	Vancouver	Chief Winner	Br. B. & S.
Sep.	16	—	San Francisco	†P. Cleveland	Am. P.M.S.S. Co.
Sep.	17	—	New York via P'ma	Lyons Maru	Jap. N. Y. K.
Sep.	18	—	New York	Havana Maru	Jap. O. S. K.
Sep.	19	—	San Francisco	†China	Am. China Mail
Sep.	20	—	New York via Suez	C. of Bristol	Br. J. M. & Co.
Sep.	21	—	Tacoma	Alabama Maru	Jap. O. S. K.
Sep.	23	—	Vancouver	†E. of Canada	Br. C. P. S.
Sep.	24	—	Seattle	†P. McKinley	Am. Adl. Line
Sep.	30	—	New York via Suez	Peleus	Br. B. & S.
Oct.	3	—	San Francisco	Yuma	Br. China Mail
Oct.	4	—	Seattle	Shidzuoka M.	Jap. N. K. K.
Oct.	7	—	Vancouver	Russia	Br. C. P. S.
Oct.	7	—	San Francisco	†P. Wilson	Am. P.M.S.S. Co.
Oct.	8	—	Seattle	†P. Jackson	Am. Adl. Line
Oct.	8	—	San Francisco	†Tenyo Maru	Jap. T. K. K.
Oct.	10	—	New York via Suez	C. of Melbourne	Br. J. M. & Co.
Oct.	13	—	Portland	West Orows	Am. Lumber Co.
Oct.	17	—	San Francisco	†P. Taft	Am. P.M.S.S. Co.
Oct.	20	—	New York via Suez	Agamemnon	Br. B. & S.
Oct.	21	—	Vancouver	†E. of Australia	Br. C.P.S.
Oct.	22	—	San Francisco	Tacoma Maru	Jap. T. K. K.
Oct.	22	—	Seattle	†P. Grant	Am. Adl. Line
Oct.	27	—	Seattle	Yamashiro M.	Jap. N. Y. K.
Oct.	30	—	San Francisco	†Nanking	Am. China Mail
Nov.	5	—	Seattle	†P. Jefferson	Am. Adl. Line
Nov.	5	—	San Francisco	†Shinyo Maru	Jap. T. K. K.

FOR JAPAN PORTS

Sep.	11	—	N., Koji, Y'hama	Chikugo Maru	Jap. N. Y. K.
Sep.	13	—	Moji, Kobe, Osaka	Hakuai Maru	Jap. N. Y. K.
Sep.	16	—	Moji, Kobe, Osaka	Kumano Maru	Jap. N. Y. K.
Sep.	18	—	Kobe	Suwa Maru	Jap. N. Y. K.
Sep.	19	—	N'saki, M., Y'hama	Yamashiro M.	Jap. N. Y. K.
Sep.	20	—	Moji, Kobe, Osaka	Yawata Maru	Jap. N. Y. K.
Sep.	22	—	N' saki, N., Y'hama	Takeshima M.	Jap. N. Y. K.
Sep.	23	—	Moji, Kobe, Osaka	Nikko Maru	Jap. N. Y. K.

FOR EUROPE, INDIA, STRAITS, ETC.

Sep.	10	—	Liverpool	Ajax	Br. B. & S.
Sep.	11	—	London, etc.	Atsuta Maru	Jap. N. Y. K.
Sep.	12	—	Hamburg, etc.	Havelland	Ger. H.A. Line
Sep.	15	—	Liverpool	Hoctor	Br. B. & S.
Sep.	15	—	Hamburg, etc.	London Maru	Jap. O.S.K.
Sep.	16	11.00*	Marseilles	†Amazone	Fr. M.M. Cie
Sep.	16	—	Bombay, etc.	Soudan	Br. M. M. & Co.
Sep.	20	—	Antwerp, etc.	Teresias	Br. B. & S.
Sep.	21	—	Marseilles	Matsumoto M.	Jap. N. Y. K.
Sep.	21	—	Hamburg, etc.	Glenade	Br. G.L.E.A.
Sep.	23	—	Bombay, London	†Macedonia	Br. M.M. & Co.
Sep.	25	—	London	Kashima Maru	Jap. N. Y. K.
Sep.	27	—	Hamburg, etc.	Laomedon	Br. B. & S.
Sep.	28	—	Liverpool	K. Templar	Br. B. & S.
Sep.	29	—	Java ports, etc.	Elkridge	Am. Lumber Co.
Sep.	30	—	Marseilles	†Angkor	Fr. M. M. Cie
Oct.	4	—	Antwerp, etc.	Antilochus	Br. B. & S.
Oct.	7	—	London, ports	†Kalyan	Br. M. M. & Co.
Oct.	10	—	Rotterdam, etc.	Gemma	Dut. H. C. T. Co.
Oct.	11	—	Antwerp, etc.	Hyson	Br. B. & S.
Oct.	15	—	Liverpool	Tydeus	Br. B. & S.
Oct.	15	—	Hamburg, etc.	Glenariffe	Br. G. L. E. A.
Oct.	18	—	Hamburg, etc.	Helenus	Br. B. & S.
Oct.	19	—	Java ports.	W. Prospect	Am. S. & B.
Oct.	20	—	Hamburg, etc.	Munsterland	Ger. H. A. Line
Oct.	21	—	London, etc.	†Mantua	Br. M. M. & Co.
Oct.	28	—	Marseilles	†A. le Rideau	Fr. M. M. Cie
Nov.	4	—	London	†Dongola	Br. M. M. & Co.
Nov.	11	—	Marseilles	†Porthos	Fr. M. M. Cie
Nov.	25	—	Marseilles	†Chambord	Fr. M.M. Cie
Dec.	12	—	Hamburg, etc.	Ermland	Ger. H. A. Line

FOR SOUTHERN PORTS

Sep.	10	D.L.	Swatow	Kwongsang	Br. J. M. & Co.
Sep.	10	2.00	A. H'kong, C'ton	Suiyang	Br. B. & S.
Sep.	10	—	Hongkong, Canton	Kwangtah	Chi. C.M.S.N. Co.
Sep.	11	5.15	Ningpo	Hsin Peking	Chi. N.S.S.N. Co.
Sep.	11	5.30	Ningpo	Hsin Ningshao	Chi. C.M.S.N. Co.
Sep.	11	—	Formosa	Seikyo Maru	Jap. O. S. K.
Sep.	12	5.00	Ningpo	Yungshin	Chi. N.S.S.N.Co.
Sep.	12	5.00	Ningpo	Hsin Kiangteen	Br. B. & S.
Sep.	12	D.L.	Swatow	Kashing	Br. B. & S.
Sep.	12	D.L.	Hongkong, Canton	Yingchow	Br. B. & S.
Sep.	12	—	Foochow	Hsinchi	Chi. C.M.S.N.
Sep.	14	—	Hongkong	Shidzuoka M.	Jap. N. Y. K.
Sep.	14	D.L.	A. H'kong, C'ton	Luchow	Br. B. & S.
Sep.	16	D.L.	Hongkong, Canton	Sunning	Br. B. & S.
Sep.	16	D.L.	Swatow	Chinkiang	Br. B. & S.
Sep.	18	—	Hongkong, Manila	Hannawa	Am. Lumber Co.
Sep.	19	—	Hongkong	Nile	Br. China Mail
Sep.	21	—	Hongkong, Manila	Pre. Jackson	Am. Adl. Line
Sep.	23	—	Manila, Hongkong	E. of Russia	Br. C.P.S.
Sep.	23	—	Hongkong	Arabia Maru	Jap. O.S.K.
Sep.	24	—	Manila, Hongkong	P. Wilson	Am. P.M.S.S. Co.

FOR NORTHERN PORTS

Sep.	10	noon	W. C'foo, T'tsin	Fausang	Br. J. M. & Co.
Sep.	10	—	Newchwang	Toonan	Chi. C.M.S.N.
Sep.	10	12.30	Denren	Fukuken Maru	Jap. O. S. K.
Sep.	10	—	Tientsin	Kwangping	Br. K. M. A.
Sep.	11	1.30	Tsingtao, Dairen	Saikio Maru	Jap D. K. K.
Sep.	12	D.L.	Newchwang	Changchow	Br. B. & S.
Sep.	12	D.L.	Antung	Kwellin	Br. B. & S.
Sep.	12	3.00	W. C'foo, T'tsin	Fengtien	Br. B. & S.
Sep.	12	D.L.	Tsingtao	Liangchow	Br. B. & S.
Sep.	12	—	Chefoo, Tientsin	Hsinfung	Br. B. & S.
Sep.	12	—	Tientsin	Hsinwah	Chi. C.M.S.N. Co.
Sep.	12	—	Newchwang	Kiangsu	Chi. C.M.S.N. Co.
Sep.	14	D.L.	Newchwang	Chinkiang	Chi. C.M.S.N. Co.
Sep.	14	D.L.	Chefoo, Tientsin	Changsang	Br. B. & S.
Sep.	15	4.30	Tsingtao, Dairen	Sakaki Maru	Br. B. & S.
Sep.	27	10.30*	Vladivostok	Lorestan	Jap. D. K. K.
					Br. L. V. Lang

FOR RIVER PORTS

Sep.	10	M.N.	Hankow, etc.	Kiangfoo	Chi. C.M.S.N. Co.
Sep.	11	M.N.	Hankow, etc.	Tuckwo	Br. J. M. & Co.
Sep.	11	M.N.	Hankow, etc.	Kianghsin	Chi. C.M.S.N. Co.
Sep.	11	M.N.	Hankow, etc.	Nganking	Br. B. & S.
Sep.	12	M.N.	Hankow, etc.	Kiangwah	Chi. C.M.S.N. Co.
Sep.	12	M.N.	Hankow, etc.	Shengking	Br. B. & S.
Sep.	13	M.N.	Hankow, etc.	Suiwo	Br. J. M. & Co.
Sep.	13	M.N.	Hankow, etc.	Hunan	Br. B. & S.
Sep.	14	M.N.	Hankow, etc.	Kiangshun	Chi. C.M.S.N. Co.
Sep.	14	M.N.	Hankow, etc.	Wosang	Br. J. M. & Co.
Sep.	14	M.N.	Hankow, etc.	Tatung	Br. B. & S.
Sep.	15	D.L.	Hankow, etc.	Loongwo	Br. J. M. & Co.
Sep.	15	D.L.	Hankow, etc.	Chungking	Br. B. & S.
Sep.	16	M.N.	Hankow, etc.	Luenho	Br. J. M. & Co.
Sep.	17	M.N.	Hankow, etc.	Woosung	Br. B. & S.
Sep.	18	M.N.	Hankow, etc.	Kiangteen	Chi. C.M.S.N.
Sep.	18	M.N.	Hankow, etc.	Kiangan	Chi. C.M.S.N. Co.
Sep.	18	M.N.	Hankow, etc.	Kungwo	Br. J. M. & Co.
				Poyang	Br. B. & S.

*A. M. M. N.—MIDNIGHT D.L.—DAYLIGHT
†CARRYING MAIL.

Men-Of-War In Port

Section	Date	Name	Flag and Rating
	Sep. 6	Altair	Fr. Sloop
B. N. B.	July 8	Bee	Br. Gunboat
Mc. W.	Mar. 20	Cricket	Br. Gunboat
F. N. B.		D. de'Lagree	Fr. Gunboat
McW.		Mantis	Br. Gunboat
		Teal	Br. Gunboat
JNB.	Aug. 25	Tsukuma	Jap. Cruiser

AUCTION SALES

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103 Rue de France, Tientsin

Phone { Auction Dept. Cent 153 / Fire Loss Adjusting Dept. Cent 6123

AUCTIONS

IN FRONT SALESROOM
On Saturday, September 9th
at 10 a.m.
SUPERIOR HOUSEHOLD FURNITURE AND SUNDRIES.

White enamelled large wardrobe, dressing table and writing desk, Oak sideboard, Large mirror door wardrobe, Mahogany stained mirror back sideboard, dressing tables, Chest of drawers, Washstand, Pedestal, Commodes, Mahogany stained wooden bedsteads, Double and single iron bedsteads, Carpets, Sofa and arm chairs, Rattan ware, Cutlery, Assorted crockery and glass ware, E. P. Ware, Typewriter, Dinner table, Overmantel, Mirror back hatstand, oscillating table fan, Brass coal box and fire irons, Pictures, Slazengers 1921 tennis balls, Japanese tea sets, Marble clock, and a long line of Sundries.

also

1 Korean Inlaid Chest, 1 Steel safe, 1 Diamond and Ruby rug, 1 Pearl ring, 1 New double Simmons bedstead with spring and hair mattresses, 1 Complete set encyclopedia Britannica in oak revolving bookcase 36 Volumes—a considerable number of American Law books, Kodak Camera, 1—12 bore Browning automatic gun in case, 1 Victrola.

And at 11.30

1 Hupmobile 4 cyl. 5 seater closed car with extra summer top, 5 new tyres recently overhauled.
1 Scripp Booth Motor car, 4 seater, 8 cyl, summer hood, 2 new tyres, self starter, electric lights, in good running order. 1 Ford 5 seater 4 cyl. self starter, electric lights, new tyres, used only 6 months, in excellent condition.
A GOOD SELECTION OF RHODE ISLAND RED FOWLS
On View Friday.

POSTAGE STAMPS
Favoured with instructions from
THE CONCERNED
Will sell by Public Auction
in their upper salesroom
On Saturday, September 9th
at 2.30 p.m.

A very fine collection of Postage Stamps. Special attention is directed to the Hongkong and Macao, also. Russia, Siam, Straits Settlements, New South Wales and other excellent specimens.
Now on view and catalogues ready.

REAR SALESROOM
On Monday, the 11th September
at 10 a.m.
USEFUL HOUSEHOLD FURNITURE AND SUNDRIES.
Including.

Teak round table, Teak book case, White painted Chest of drawers, Teak oak stained small book shelf. DARK STAINED WARDROBE, CHEST OF DRAWERS, DRESSING TABLE, Writing Desk. Easy Chairs with covers, WHITE ENAMELLED IRON DOUBLE BEDSTEAD WITH MATTRESS, BRASS MOUNTED IRON DOUBLE BEDSTEAD WITH MATTRESS, Overmantels Mirrors, Teak wood Flower Stands, Brass fenders, Small Square tables, Small blackwood table, Japanese screen, Pictures, Curtains, Brass ornaments, Roll Top Desk, ORGAN, Ice Chest, Smoking Set, Iron Hospital Bedstead with mattress, Matting, Cutting E. P. ware, Glass bookcase, Shaving Mirror with stand, Porcelain Ornaments, Violin, Rattan Bed, Glass Lamp Shades, Oil Stoves, Tin lined Couch, Typewriter, Stair Carpets, Tientsin Rugs and Carpets, Lady's and Gent's Clothing and a long list of sundries.

On view Saturday.

IN FRONT SALESROOM
NEW HOUSEHOLD FURNITURE, HOUSEHOLD REQUISITES,
On Wednesday, 13th September commencing at 10 a.m.
THE SUPERIOR AND ARTISTIC NEW HOUSEHOLD FURNITURE AND REQUISITES
Comprising.

Oak bevelled mirror back hat stand, Teak jardiniere stands, Hall table, Chinese redwood long table, Curio, cabinet, high flower stands, Carved Redwood side table, Teapoys, Hearth stools, Round table, Carved Cherrywood Console table with bevel-edged mirror, Square table, Column stands, Escritoire, Chinese Satin covered and Velvet covered Drawing room Suites, Tapestry upholstered double spring couch and Easy chairs, Carved Cherrywood silver ware cabinet, Polished teak and Oak Bevelled mirror back side-board, Cellarette, Extension dining table, dining chairs, Leather upholstered double spring couch and arm chairs, Teak mahogany-stained, and White enamelled Bedroom Suites, Solid brass square pillar double bedstead, Solid brass round pillar Bedstead, Taffeta Upholstered double spring couch and Easy chairs, Mahoganystained screen, Fancy bevelled Wall mirrors, Pictures, Electric reading lamp, Good E. P. Cutlery, Crockery & Glass ware and sundries

also

1 VERY FINE GENUINE SILK PERSIAN CARPET
1 Old Engraving "Queen Victoria"
1 Old Engraving "Wellington and Nelson"
1 New Gramophone and Record Cabinet
About 50 Imported Gilt framed Fancy Bevel edged Mirrors
1 Suite of Chinese Redwood furniture (8 Chairs & 4 teapoys)
On View Monday and Tuesday

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BIANCHI
23 NANKING ROAD SHANGHAI

W. Funder & Co.

Auctioneers, Real Estate Agents, Adjusters and Appraisers
Favoured with instructions from
THE CONCERNED
Will sell by Public Auction
On Thursday September 14th,
SUPERIOR HOUSEHOLD FURNITURE
AT NO. 3 HART ROAD
at 10 a.m.

HALL. — Clothetree, blackwood table with marble top, pictures, Silk Lampshades, flowerpots with plants,
DININGROOM.—Diningroom suite complete with bevelled edge mirror. Wallplates, ginger-jars, Chinese bowls, fire-screen, 8 pair lace curtains, China-ware, cutglassware, silverware, cutlery. Axminster carpet 12' x 20'.
DRAWING ROOM. — Axminster carpet 14 'x 23', set of five pieces Tapestry covered drawing room suite with extra covers, Chinese brocade lampshade, tablescreen, smokers table, bronze ornaments, bookcase, pictures.
BEDROOM. — Axminster carpet, 12' x 20', simmons bed, daybed, Dressing table, wardrobe, 2 pair velour curtains, Electric Fan, round table, lampstands, pictures, etc.
VERANDAH.—Wicker armchairs, tables, settee all with covers
BATHROOM.—Marbletop washstand, Bathroom crockery, chinese table, cabinet, electric Iron.

also

1 Canteen of Cutlery for 12 persons complete with Mahogany case.
2 Geysers
1 Victrola with records
1 Sporting rifle
1 Siamese pugdog.

On view from Tuesday after 2 p.m.

W. Funder & Co.

Auctioneers, Real Estate Agents, Adjusters, and Appraisers
Will sell by Public Auction within their Godown
18 PEKING ROAD
On Tuesday, the 12th September 1922
at 2.30 p.m.
SUNDRY CARGO
Comprising:—

Cotton thread, bronze powder, umbrellas, felt hats, sweets, cocoa, kerosene stoves, steel bars, anchor, lawnmower, mineral water, printing slates, scales, paints, and sundries, etc., etc.

also

3 Rolls copper wire mash
3 small dynamo motor

On view morning of sale

Auction of Valuable Property

Noel, Murray & Co., LIMITED

Having been favoured with instructions
Will sell by Public Auction
At their Upper Salesroom
On Tuesday September 12th 1922
at 4 p.m.

The property situated at No. 491 Avenue Joffre and known as U. S. Lots 1723 and 1915 measuring as per Title Deeds mow 3.2.7.3, together with the buildings thereon comprising 9 Large Rooms, facing South. 3 Bath Rooms, Pantry, Kitchen, Servants' quarters and Garage. Modern Fittings and well appointed throughout.

For further particulars apply to the Auctioneers.

Auction of Sundry Cargo

Noel, Murray & Co., LIMITED

Will sell at Salesroom
On Monday, the 11th September, 1922,
Commencing at 2.30 p.m.
A LARGE QUANTITY OF

Curtain Lace, New Towels, Black Box Calf, X. L. M. Chocolate Sides, Perfumery, Eau du Cologne, Toilet Powder, Safety Razors, Razor Blades, "Caramba" Pincers, Spring Saws, Photographic Lens, Solio Toning Solution, Developing Dishes, Films, Cigarette Holders, Vanishing Cream, Celluloid Goods, Generator Board (Complete), Egyptian Cigarettes,

etc., etc., etc.

also

4 Cases Striped Trousering
1 Case Bedford Cords
1 Case Coloured Italians
8 Cases Chromo Paper, 150 lb. per Ream
100 Doz. New Table and Dessert Knives, Forks and Spoons
35 Kegs Countersunk Rivets
5 Cases Ultramarine Washing Blue "Guimet."

On View Morning of Sale.

W. Funder & Co.

Auctioneers, Real Estate Agents, Adjusters, and Appraisers
Will sell by Public Auction within their Salesroom
NO. 49 KIANGSE ROAD.
On Monday, the 11th September 1922.
at 10 a.m.
HOUSEHOLD FURNITURE AND SUNDRIES.
Comprising:—

Tapestry covered drawing room furniture, double spring Chesterfield couch and easy chairs, arm chairs, centre table, porcelain jardiniere stands, blackwood oblong tables, desks, letter files, office chairs, cupboards, bevel-edged mirror wardrobe, dressing tables, marble top washstands, chest of drawers, brass mounted and wooden bedsteads, overmantle, electric table fans, small and large ice chest, assorted books and magazines, typewriters, toilet sets, table clock, pictures, percelain and glass vases, a quantity of second-hand gent's and lady's clothing, and sundries etc., etc.

also

One fine toned cottage piano (by S. Moutrie)
One enamelled bath
One Rubber tyred perambulator
One hornless gramophone with record cabinet
One wardrobe trunk
4 Japanese Poodles 1 Monkey

On view Saturday.

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Cable Address. "KEARBISH."

PROPOSAL

For the purchase of the U. S. S. CALLAO and U.S.S. BARCELO

Sealed proposals will be received at the U. S. Naval Station, Cavite, P. I., until 10 a.m. on the 16th day of October, 1922, at which time and place they will be opened, for the purchase of the U.S.S. CALLAO and U. S. S. BARCELO.

GENERAL DESCRIPTION OF THE CALLAO. Builder: Captured with Spanish Navy Yard, Cavite, P. I. in 1898. Structure: Steel; propulsion, twin screw. Speed: 10 knots. Length over all: 121' 6". Length between perpendiculars: 114' 9". Beam molded: 17' 9". Beam molded at main deck: 17' 7". Depth molded: 9' 3". Draft forward: 5' 6". Draft aft.: 7' 6". Draft mean: 6' 6". Displacement: 245.5 tons. Freeboard: 3' 0". Bunker capacity: 34 tons. Engine: Twin compound vertical inverted. Boiler: 1 Scotch, 11' 8" dia. 9' 7½" long, 2 furnaces, 1,133 sq. ft. H. S.—about 250 H.P. Present Condition: Hull excellent. Machinery fair. Ready for immediate service and equipped with boat, life preservers, awnings, running lights, cabin transom cushions, compass and stand.

GENERAL DESCRIPTION OF THE BARCELO. Builder: Captured with Spanish Navy Yard, Cavite, P. I. in 1898. Structure: Material, wood, copper sheathing, propulsion, screw. Speed: Eight miles per hour. Length over all: 70' 0". Length between perpendiculars: 68' 3". Breadth molded: 12' 9". Extreme breadth: 13' 1". Displacement: 45 tons. Draft forward: 5' 9". Draft aft.: 7' 0". Mean draft: 6' 3". Freeboard: 17". Bunker Capacity: 10 tons. Engine: Compound vertical inverted. Boiler: Scotch, 7' 2¼" dia. 8' 3¾" long with one furnace, 478 sq. ft. H.S., about 100 I.H.P. Present Condition: Hull very good Machinery fair. Ready for immediate service and equipped with running lights, awnings, cabin transom cushions, compass and stand.

The sale will be for cash to the highest bidder who must remove the vessel or vessels, at his own expense, from limits of the Naval Station, Cavite, within such reasonable time as may be fixed by the Captain of the Yard, Cavite, Bidders are allowed to bid on one or both if they so desire.

Proposals must be submitted in a sealed envelope addressed to the Commendant, Naval Station, Cavite, P.I., and endorsed "PROPOSAL FOR THE PURCHASE OF THE CALLAO or BARCELO": and each proposal must be accompanied by a cash deposit or a satisfactory certified check for the full amount of the bid, or by a bond equal to the full amount of the bid and an additional cash deposit or satisfactory certified check for not less than 10% of the bid.

Apply to the U.S. Navy Purchasing Officer, 20 Whangpoo Road, Shanghai China, for forms of bid and bonds; additional information regarding the terms of sale, etc.

Apply to the Captain of the Yard, Cavite, at 9:00 a.m., of any day (except Saturdays, Sundays and holidays) prior to the sale to examine the vessels.

The right is reserved to withdraw the vessel or vessels from sale or to reject any or all bids.

By direction of the Secretary of the Navy.
W. M. CROSE,
Captain, U. S. Navy,
COMMANDANT.

51692

DR. R. HOLPER, M. D.
(Bordeaux University, France)
SPECIALIST IN VENEREAL, URINARY AND SKIN DISEASES
American Oriental Bank Build.
No. 15 Nanking Road.
Hours 11 to 1 and 4 to 6. Tel. C. 72

PROPOSAL

For the purchase of the U. S. S. CELTIC.

Sealed proposals will be received at the U. S. Naval Station, Cavite, P. I., until 10 a.m. on the 24th day of October, 1922, at which time and place they will be opened, for the purchase of the U.S.S. CELTIC.

GENERAL DESCRIPTION OF THE "CELTIC". Built in Belfast, Ireland, in 1891 by Workman, Clark & Co. Structure: Material, steel; propulsion, screw; rig, 2 masts; tonnage, U. S. Register, gross, 3932.98 tons; net 2387.32 tons; Panama Canal, gross, 4180.25 tons; net, 2576.50 tons. Speed: 10.5 Knots. Length over all: 383 ft. Length between perpendiculars: 369 ft. 8 inches. Breadth on load water line: 44 ft. 7 inches. Mean draft, (normal): 21 ft. 0 inch. Displacement, (normal): 6750 tons. Tons per inch immersion: 30 tons. Bunker capacity (42 cu. ft. 1 ton): 757 tons. Main engine: vertical triple expansion; indicated horsepower on trial 2200. Boilers: 4 Babcock & Wilcox: Total grate surface, 250 sq. ft.; Total heating surface, 8140 sq. ft. Electrically lighted throughout. Two generators, one 15 K.W., 110 volts; other 15 K.W., 125 volts. Ice Plant: 2—Steam Driven Dense Air Machines of 40 tons each, built by J. & E. Hall, Dartford, England, carcasses 1,300 tons, cased meats and other stuffs 1,200 tons. Capacities of Cargo Holds and Tween Decks: No. 1 Hold 41803 cu. ft. (Frozen meat capacity 36247 cu. ft.). No. 2 Hold 57982 cu. ft. (Frozen meat capacity 50050 cu. ft.). No. 3 Hold 34289 cu. ft. No. 4 Hold 32457 cu. ft. No. 1 Tween dks. 17131 cu. ft. (Frozen meat capacity 14560 cu. ft.). No. 2 Tween dks. 22903 cu. ft. (Frozen meat capacity 19180 cu. ft.). No. 3 Tween dks. 16313 cu. ft. No. 4 Tween dks. 18604 cu. ft.

PRESENT CONDITION: Excellent. Ready for immediate service except that the propeller has 3 bad blades which will have to be renewed. Equipped with boats; radio outfit; outfit of blocks and lines; hawsers; ground tackle; cabin furniture, galley outfit; ovens; refrigerators; auxiliary machinery spare parts; canvas outfit; awnings; windsails; staysails; large assortment of hand tools; 5 spare propeller blades; 1 spare propeller shaft, etc.

(A list of articles of equipage, etc., to be left on board and sold with the vessel may be had on application to the U. S. Navy Purchasing Officer, 20 Whangpoo Road, Shanghai, China.)

The sale will be for cash to the highest bidder who must remove vessel, at his own expense, from the limits of the Naval Station within such reasonable time as may be fixed by the Captain of the Yard, Cavite.

Proposals must be submitted in a sealed envelope addressed to the Commandant, Naval Station, Cavite, P.I., and endorsed "PROPOSAL FOR THE PURCHASE OF THE CELTIC"; and each proposal must be accompanied by a cash deposit or a satisfactory certified check for the full amount of the bid, or by a bond equal to the full amount of the bid and an additional cash deposit or satisfactory certified check for not less than 10% of the bid.

Apply to the U.S. Navy Purchasing Officer, 20 Whangpoo Road, Shanghai, China, for forms of bid and bonds; additional information regarding the terms of sale, etc.

Apply to the Captain of the Yard, Cavite, at 9:00 a.m., of any day (except Saturdays, Sundays and holidays) prior to the sale to examine the CELTIC.

The right is reserved to withdraw the vessel from sale or to reject any or all bids.

By direction of the Secretary of the Navy.
W. M. CROSE,
Captain, U. S. Navy,
COMMANDANT.

51677

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Prof. I. K. SETO begs to announce the opening of his Turkish—Bath and Massage establishment, along with up-to-date restaurant serving Oriental and Foreign meals. All wants catered to.
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I hereby give notice to the public that as from the 4th instant, my office will be removed to No. 1A, Peking Road, 3rd floor, The Glen Line Building.
My telephone number will remain as before namely C. 4759.
PHILIP W. GOLDRING.
September 2nd, 1922.
51693.

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Piles guaranteed to be cured within ten days after one treatment without operation or pain. (Latest European methods of treatment.)
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MAGAZINE

The China Press
大陸報

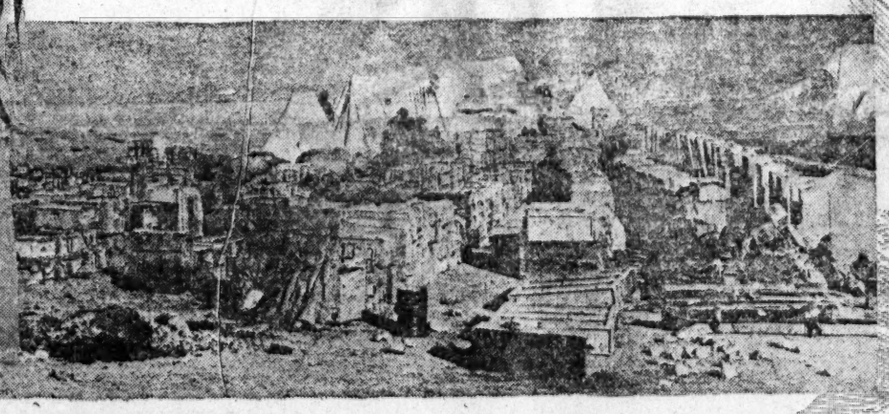
AUTOMOBILES

SHANGHAI, SUNDAY, SEPTEMBER 10, 1922

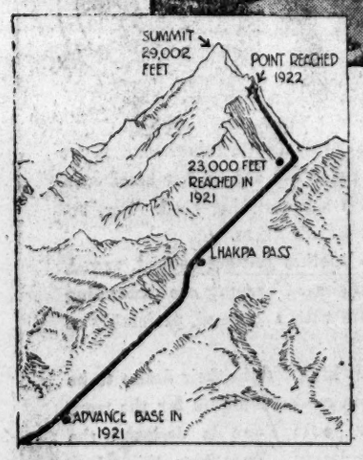
How the "Ice Goddess" Defended the Unscaled Peak of Mt. Everest

—And the Snows of World's Loftiest Mountain Top Are Still Untrodden by Man Despite the Desperately Heroic Drive That Reached Beyond Any Previous Expedition in History

A Member of the Expedition Wearing the Oxygen Helmet, a Necessary Part of the Equipment on the Higher Slopes of Mt. Everest



Baggage and Stores Carried by the Mt. Everest Expedition Up to the Point Where the Final and Most Difficult Stages of the Climb Began.



Star Indicates Point Where the Climbers Stopped and from Which They Retreated After Their Final Unsuccessful Dash for the Top.

WAS it the monsoon or was it "mountain fear?"

A weird and mysterious story has just come out of Asia in the wake of the failure of General Charles G. Bruce's expedition to reach the summit of Mount Everest after ascending to within a few hundred feet of the final goal.

The official message which came back to civilization stated that the attempt had been abandoned "because of the unexpected early breaking of the monsoon," which raged in a terrific fury of wind and icy rain around the ice-clad peak.

But some of the native Thibetan bearers, according to an account from Bombay, declare it was not the monsoon that caused the collapse of the expedition.

They say it failed because the white men of the party were attacked by "mountain fear"—that strange psychic malady which has never been analyzed by western science, and against which—like shell-shock and certain other strange nervous diseases—the hardiest bodies and most courageous souls are at times helpless.

The superstitious natives declare that this "mountain fear" was a magic spell cast on the white men by the dreaded "Goddess Mother of the Mountains," a Thibetan deity who is supposed to dwell amid the ice and clouds, and to whom the summit of Mount Everest has been sacred for thousands of years.

She is the awful "Ice Goddess" of whom the most fear-inspiring legends have been told from immemorial time in the wild fastnesses of the Himalayas. Her breath—the chilling hurricane from the region of eternal snow; her touch—the icy hand of death.

But to the natives of Thibet the "Goddess of the Mountains" is more than a mere personified force of nature. She is personal and real. She guards with jealous eyes the approach to her sacred dwelling place, and by her supernatural power strikes down the intrepid unbelieving wanderers who would scale her heights.

It was she, the mighty goddess, Chomolungma, who said, "Thus far and no further!" to the white explorers, according to the story of the native guides. It was she, according to the native belief, who froze their hearts with the "mountain fear" and forced them to give up the quest.

Mountain climbing experts in America, especially those acquainted with the higher ranges of the Himalayas, believe there may be some truth in the story of the native guides. It goes without saying that they do not share the fantastic beliefs of the Thibetan peasants about the "Goddess of the Mountain," nor do they attribute any supernatural origin to whatever influences forced General Bruce and his companions to abandon their effort with its end only a few hundred feet away. But they say that "mountain fear" is a very real thing which has been experienced in the past by other mountain climbers, and which is thoroughly recognized, though not altogether understood, by modern medicine.

Captain Achmed Abdullah, who was born in Afghanistan, soldier of fortune, explorer and now a well-known author and playwright, living in New York, tells of having observed the effect of this "mountain fear" years ago when the historical Younghusband expedition made its reconnaissances of the higher slopes of Mount Everest.

"It has nothing to do with mountain sickness," he declared, "and is not directly the result of any physical hardship or discomfort, though the cold, rarified air and weakness may make a man fall easier victim to it. 'Mountain fear' itself, however, is a purely psychological phenomenon. It may be compared to the terror which is sometimes inspired in the bravest heart by confrontation with something which seems to be ghostly, occult or supernatural. It seems to be induced by the appalling loneliness, the tragic grandeur, the other-worldliness of the amazing landscapes which are encountered above the clouds among the peaks and the ice and snow. Though born and bred in the wildest mountains, I myself have felt this peculiar fear, and I assure you that it is very real. It is a deep psychological mystery over which the conscious mind and will have no control. I believe it is quite possible that the Everest explorers may have experienced it. If such a thing did occur it was entirely beyond their control. Bravery and strength of will are no defense against it. To have succumbed, if they did, from this cause, would be no more a reflection on their courage than if they had been struck by lightning."

Personnel of the Expedition. Seated: Captain Finch, General Bruce, Commander, and Mr. Strutt. Standing: Messrs. Crawford, Norton, Mallory, Somerville, Morshead and Wakefield.

Whether it was mountain fear or not that turned them back, other experts declare that whatever it may have been it was not the monsoon.

The native bearers who were with the expedition say the monsoon—which is a great driving wind and hurricane accompanied by rain that sweeps across Asia at the opening of the rainy season—never reaches the higher Himalayes, and that the rains and winds which the climbers believed to have been the monsoon were merely a passing storm. They assert that if the expedition had waited at a height of 20,000 feet it might have encountered calm, sunshiny days later on, when the summit could have been reached.

What seems to have actually happened, from the reports, is that the party, including General Bruce, Captain Finch, Messrs. Mallory, Somerville and Norton, reached a height of 26,800 feet without the use of oxygen, and that in a final dash from this point General Bruce, Captain Finch and one Gurkha made a dash with oxygen tanks for the top, and reached the height of 27,200 feet—only 1,700 feet from the summit which is 29,002 feet high.

Remaining at 26,800 feet, suffering incredible hardships, other attempts were made to reach the summit, but without success. Seven native porters were killed by an avalanche, and white leaders of the party narrowly missed destruction. Even the failure, however, was a glorious one, for they had climbed higher than human beings had ever climbed on foot before.

There is much discussion as to whether a subsequent expedition can succeed where this one failed. Many believe the failure of General Bruce proves the task humanly impossible. Sponsored and financed by both the Alpine Club and the Royal Geographical Society, the party set out equipped with every appliance science could suggest and money could buy. They had electrically warmed clothing, "artificial lungs," the most nourishing of tinned foods, mule transportation up to 20,000 feet, and perfect motion picture apparatus to visualize the "footage" made on the ice-clad steeps.

When the mules could go no further, native carriers were used, so that the explorers could conserve every ounce of muscular energy for the final dash.

A mountain climber of twenty years ago, who had nothing but his knapsack, ropes, ice hatchet and alpenstock, would have been amazed at the picture presented by the General Bruce expedition two-thirds of the way up the mountain.

He would have seen a long line of Thibetan mules loaded with silk tents, carrier packs, boxes of food and scientific equipment. Strangely garbed, thick-chested, swarthy natives, some of them as heavily laden as the mules, would have aroused his curiosity, and he would have been even more amazed at the long cylindrical metal tubes which were the most important part of the equipment. These, with masks and harness to be strapped to the back, were the "lungs" of the men, to be used in the last extreme effort to scale the ice-crowned peak.

When an expedition equipped in this manner, and composed of the most intrepid and experienced mountain climbers in the world failed to reach the summit of Mount Everest, it is no wonder that many experts flatly declare the ascent to the summit to be humanly impossible—despite what the native bearers said about the monsoon never reaching that altitude.

Opinion, however, is divided among mountain climbing experts both in England and America, and there are those who believe that a future attempt may meet with success. Certain it is that if Mount Everest's summit is ever to be reached on foot, it will have to be by the same route, and by much the same methods used by General Bruce's party.

Head Dress Novelties of the New Season

SINCE coiffure began to play an important role in Milady's toilette, Paris has bent her efforts toward creating interesting novelties for the head-dress.

Evening affairs demand their style notes in these accessories and French designers have answered the call. The novelties shown on this page to-day are bits of luxury now offered to America via Paris.

Since ... cautioned for the head to rule the heart, but Milady has reversed the axiom and let her heart completely run away with her charming head. For, behold the head-dress novelties Paris offers.

It makes no difference whether you are bobbed, waved, smooth-haired or curled, affairs of evening are demanding that you adorn your coiffure with a garland, preferably of silver or studded jewels.

Debutantes must be watchful, lest in their desire to be in vogue, they infringe upon mother's rights for the more elaborate head-dress. For youth there is designed the simple head-dress of silver leaves. They turn themselves about a silver twig and fall gracefully against the softness of the hair. This model has a tiny stretch spring for its foundation, so that it is merely adjusted to the head size and snapped in place, its leaf ends terminating at the centre of the forehead.

Metal lace, in a studded mesh design, is appropriate for the youthful matron. Study your features. Wherever your particularly good point lies, adjust your headdress motif to bring this out. The motif may be placed at centre or to either side, to suit one's fancy.

Spain has always given a touch of enchantment to fashion. We have borrowed the picturesque Spanish shawls and made them into evening wraps. We have taken over the colorful Spanish slippers and lowered heels and claimed them as fashion's dictate. Now we accept the novelty senorita combs to grace the hair for evening wear. If you are blond, select your Spanish comb of tortoise shell or ebony. But if you are brunette, you can effect a charming contrast with a Spanish comb of ivory white.

Boudoir caps have a way of slipping in and out of vogue. And just now they are holding a prominent place in the realm of head-dress fashion. Lace, ribbon, dainty flowers all ally themselves to herald the soft beauty of Madame's contour.

FASHIONS -:- White Dresses With Vivid Embroidery Solve Summer Evening Wear Problem

At last the problem of hot weather dresses for evening and formal afternoon wear is solved. One of the most frantic searches for clothes that a woman ever makes is when she looks for dresses of this character.

The solution of the problem of what to wear in midsummer never was very far away. It lay in a return to the simple old-fashioned white dress. For many years women were inclined to eschew the simple white frocks that played such an important part in our grandmothers' days. They sought something more important looking, something more complicated.

This was a mistaken idea, for, after all, women dress for men's approval. And the simply white frock with colored ribbons that our grandmothers wore ever was gratifying to the masculine eye. Such clothes are pretty and becoming—much more so than many of the important models which women buy because they know they are "models."

There is considerable diversity of opinion as to whether women dress for men's approval or to compete with other women. If it is true that it is the masculine eye that women are trying to attract they had better pin their faith to the simple, effective and youthful gowns.

The old-fashioned white dress has come back with variations. In outline it is simple, simpler than it ever was. It may be only a straight chemise frock but the note of color which in the old days appeared in a sash now spreads itself over a large part of the dress in the form of embroideries. While the embroidery is profuse the designs are very simple and usually in brilliant colors.

Red is a favorite color for the enlivening note on white dresses. An excellent example is a very simple model of white satin beautifully embroidered in several shades of red with a slight mingling of black, shaded gray and oyster tones. The costume is completed by a large hat from Reboux reminiscent of the old-fashioned poke bonnet. It is trimmed with old-time nosegays of vari-colored field flowers.

Sometimes the embroideries are in frosted silver threads, making the garment like a fairy robe. This effect is attained in a dress of white satin with embroideries in crystal beads and frosted silver threads of a fineness that is almost incredible. Worn with this is a hat of white horsehair braid draped with an ornamental masque veil of the sort that has taken such a tremendous hold upon the fashions of the moment.

When there are white dresses of the greatest simplicity in the slip-over-the-head style, having nothing to distinguish them but a girdle consisting of ropes of beads, frequently jade. Such dresses may be cut in scallops at the bottom, the scallops, of course, being bound by hand. These gowns are most effective when worn with broad drooping-brimmed hats with brilliant flowers such as zinnias.

There is a certain old timeness in the frocks of pale colored lace and chiffon that are also advocated this season. A beautiful model is worked out in pigeon's breast gray Georgette crepe with lace in exactly matching shade. The dress is in chemise style with fanshaped panels of Georgette crepe from the bottom of which swing longer panels of lace. It has long, picturesque, transparent sleeves. With this toilette is worn a hat of gray crepe with hand-made lavender flowers to match the girdle on the dress.

Mauve crepe marocain makes a charming dress. A beautiful note of contrast is given by red flowers falling down one side of the skirt. The hat, of white horsehair braid, is trimmed in two shades of violet and red, thus completing a most effective costume.

It is fitting that shawls should be worn with these quaint frocks so reminiscent of the fashions of by-gone days, and so we have the evening wrap, which is a shawl deeply fringed and worn across the shoulders in Spanish style.

The most popular models are in white with black embroidery and in black with white fringe. Sometimes these shawls are developed in heavy hexagon net with festooned borders of embroidery or perhaps with an applique of large leaves delicately veined and most natural looking.

Rodier is having tremendous success with his blistered silks and satins sold under various trademark names, notably Clocki. These materials have been in great favor since the spring openings and they are now more popular than ever, taking a prominent place in sweater coats. To a certain extent such jackets are replacing the knitted sweater. These stand out as one of the most charming novelties of the season.

Looking toward the winter there is every reason to believe that blistered materials will be extensively used for both day and evening mantles. There are beautiful variations in all metal as well as in wonderful effects which simulate embroidery. Metal novelties are called cloquellor; the embroidered ones are called baragladine, and a beautiful lightweight blistered crepe is called clockeole. The latter is expected to take high rank as a winter novelty in dress goods.

In addition to the clocki materials zenana is being used for sports wear garments. The clocki, however, is never and more distinctive, though both materials are in the blistered effect.

Organdy makes an interesting breakfast coat for Summer morning, and is finished with picoted frills of self-material. Orchid, lettuce green, peach, pale blue, white, flesh and rose are all desirable shades, and one may use a slim girdle of two-tone ribbon at the hips.

There is a vogue at present for eponge rest robes and these are stenciled with conventional designs. Oyster white, with gay colorings, is smart, but one may choose rose, jade maize or orchid eponge. Bright worsted stitchery is often used in place of the stenciled effects.

That resembles a breakfast coat is frilled at the neck and sleeves with deep picoted ruffles, and three ruffles are used from the knees to the bottom. A sash of contrasting ribbon is tied low at the hips.

Under this chiffon coat there is a simple slip of crepe de chine in contrasting shade. For instance, a slip of flesh will be covered with a breakfast coat of orchid and a two-tone ribbon sash will be used. Or perhaps it is a turquoise blue chiffon that will veil a slip of orchid crepe. White is very lovely with slip of peach and sash of narrow peach ribbon.

HOW TO "GROW" ANEW COMPLEXION

These are the days of "hustling." In a week we see and do more than our grandmothers did in a year. We are gradually turning nature to be our servant; we use her great forces against herself. We have conquered sea and sky, now our doctors are fighting not only disease, but old age. There is talk of rejuvenating human beings by the injection of animal glands, but as yet, only the few can avail themselves of the treatment.

There is, however, one secret of perpetual youth that is in the reach of everyone. Scientists now realise that the only way of keeping the skin young and fresh is to examine Nature's methods and to find some way of imitating her.

SCIENTIFIC BEAUTY.

In order to explain the new method of keeping the complexion perpetually youthful, one must understand something of the nature of the skin. A baby's skin is always clear and smooth because the outer layer is always invisibly peeling off, and new layers are forming just as fast underneath, so that the exposed skin is always fresh, unwrinkled and "new."

For the first few years of our lives, this peeling is a purely natural process, but as we grow older, we gradually lose the power of throwing off our old soiled outer skins, so that our complexions become lined and yellow, and the new skin has no chance to show itself.

A few years ago, a scientific chemist realised that a little-known substance called mercolised wax, was exactly what was needed to "keep nature up to the mark." It appears that this substance, which is now universally obtainable, gently and painlessly assists nature in throwing off the soiled outer cuticle. The skin is thus perpetually renewed, and clear youthful complexion can be preserved to any age. (Advt.)

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Longer Earrings Again In Vogue

No woman considers herself well dressed today who does not wear earrings—the longer, the more vivid, the more emphatic, the better. This year's debutante may think that earrings are a new fascination for whose introduction she is wholly responsible, but when she attaches her long, swinging jade ornaments to her ears she is following a custom which is almost as old as the human race. Mrs. Neanderthal doubtless decked herself with some rude form of earrings. The thousands of years which separate prehistoric woman from today's daughter merely emphasise the perennial attraction of the dangling earring for femininity and, be it said, in some periods of the world's history, for masculinity also.

As the name implies the earring was in its simplest form a plain ring or twist of wire through the ear. Its possibilities for elaboration soon were recognised and the ring developed into a hook, on which were suspended pendants of various kinds. The Phoenicians, authorities on jewelry, hung from their earrings ornaments shaped like baskets filled with grain. The Greeks, artistic as always, carved beautiful pendants. A small Eros or Cupid was the favorite subject.

ALLURING ORNAMENTS

Perhaps the acme of elaboration was reached in a quaint sixteenth century Adriatic ring consisting of a ship under full sail and perfect in every detail, even to a tiny movable flag at the masthead. When the wearer moved her head abruptly the earring rocked like a ship in a gale. Today's earrings also strike the keynote of movement and their swinging motion adds piquancy and allurement to the wearer.

Styles of hair dressing and costume have influenced the vogue of earrings throughout the centuries. In the Middle Ages, when the hair was worn falling at either side of the face and covered with a wimple or veil, earrings suffered a complete eclipse. The jeweled costumes and grandeur of the Elizabethan period brought earrings into high favor again. If we are to judge from contemporary portraits the were even more worn by men, who, however, used them in one ear only.

Earrings were popular in the nineteenth century and, according to a chronicler of the times were "a source of much extravagance." Queen Victoria's portraits show her use of earrings, some of which are quite long. It is impossible to be enthusiastic over the earrings of the Victorian period, many of which were massive and ugly. The young ladies of the day favored unwieldy ornaments of jet and tortoise shell inlaid with gold.

SPANISH INFLUENCE

The revival of elaborate earrings today may be attributed in part to Spanish and Russian influence on fashions. A beautiful earring designed in the Spanish spirit consists of an ear button of diamonds and onyx, from which hangs an odd shaped plaque of the same costly gems, supporting in turn a large circlet of diamonds and a pearshaped drop of onyx. The whole earring is about four inches long.

A year ago it would have seemed impossible that we should wear ornaments even approximating these in size. Then only the modest ear buttons or small drops of pearls, diamonds and other precious stones were used. Today all but the most conservative women have succumbed to the long, swinging earrings, and designers draw their inspiration from the most beautiful examples of other periods.

The Empress Josephine's emerald earrings, recently brought to America by Cartier, illustrate the change in earring fashions. These earrings, which consist of two large pearshaped emerald pendants of about twenty-five carats, each surrounded by large diamonds, formerly would have been regarded as a museum piece. Today they harmonise with the spirit of the mode and can be worn just as they are with the modern costume.

Corsets And Slim Silhouettes

It requires a careful analysis this season to reconcile several apparently diverse fashion tendencies in Paris. Athletics have become a routine part of the French woman's program. Much of this is doubtless due to pure love of sports, but when we reflect that those unable to compete in athletics nevertheless do physical exercises at home, we must seek a deeper reason. Think of a woman standing on her head twice a day and you won't even vaguely suggest a love of the exercise. There can be no question that the athletics and the exercise have as their main end the acquisition and maintenance of a slim and supple figure.

Contrasted with the vogue for athletics, which makes for a complete freedom of motion, there has come a gradual but certain return of the corset. After several years of wavering hesitation, the balance has swung completely in its favor. It would be opening a time-worn subject to detail the many arguments in its favor, but not even its most enthusiastic adherent can claim that the corset is anything but superfluous as an athletic adjunct.

SLIM AND STRAIGHT

It is apparent that the new corsets tend to give an insinuating slenderness to a figure clothed even in the most bouffant dress. It is equally clear that exercise, be it competitive, as in tennis or golf, or merely healthful, as when done at home, also tends to the acquisition and retention of the slim-line silhouette. So East meets West, and the apparent caprices of fashion are merely surface mirages of an underlying consistency.

As a reducing agent the corset is chiefly the boon of those who have passed the flapper age. It cannot be said that the young, so-called flapper has welcomed the returning corset with any enthusiasm. Her need for it is frankly less than her elder sister's and in most cases she has airily rebuffed it.

Not, so, however, her more mature sister, who has thankfully accepted the corset of this season, molded as it is to the lines of the natural figure and yet firm enough to achieve a line that is slimmer and straighter than ever before. Practically all, even those designed especially for heavy figures, are lightly boned.

AN UNCORSETED EFFECT

The corset now is a far daintier article of apparel than it ever was. Even the very moderately priced corsets are fashioned of strong satin or a pretty cotton brocade, and the still more economical models of plain coutil or mercerised materials are purchased with a view of furnishing them up at home, which can be done inexpensively with quillings of bebe ribbon, bits of lace, motifs of embroidery, French rosebuds, rosettes and then a flounce for the lower edge. And the result! A corset that would be listed in the luxury class.

Bands of heavy satin ribbon forming lines or latticework make tops for some of the so-called topless models. Brocaded silk or satin is favored, as also is washable satin, while watered silk is found among the most elegant of corsets, being especially featured in white for the trousseau, with lace figuring importantly.

It is interesting and enlightening in reviewing the subject of corsets to discover how thoroughly in accord fashion and comfort are. The manufacturers seem to have devoted much serious study to the production of models that should answer equally to the demands of hygiene and to those of fashion, and at the same time provide the ease that the uncorseted figure would have—the greater ease, if the majority of women are to be believed—for it is lack of support that resulted in discomfort.

Summer Negligees

A bit of coolness on the hot days is offered in the Summer negligees.

A dainty little breakfast coat comes in dotted voile trimmed with lace, flowers and two-tone ribbon. The background is white with dots of red, turquoise, salmon or orchid. The coat is cut in one piece with elbow kimono sleeves.

The edges of the sleeves and bottom are scalloped and finished with a double frill of lace. Great circles of lace are used on the skirt, and two pockets placed at the hips are lace trimmed. A slim girdle of two-tone ribbon is tied at the hips.

A clever little negligee for warm days is cut from white cotton voile embroidered in pink, blue or orchid dots. This material comes by the yard all ready to use, and the dots are quite large. Great kimono sleeves are edged with Val. lace, and there is a long roll collar finished with a rose. No girdle is used. This model is especially suited to the stout woman.

What could be sweeter than a negligee of chiffon and frills over a slip of crepe de chine. One

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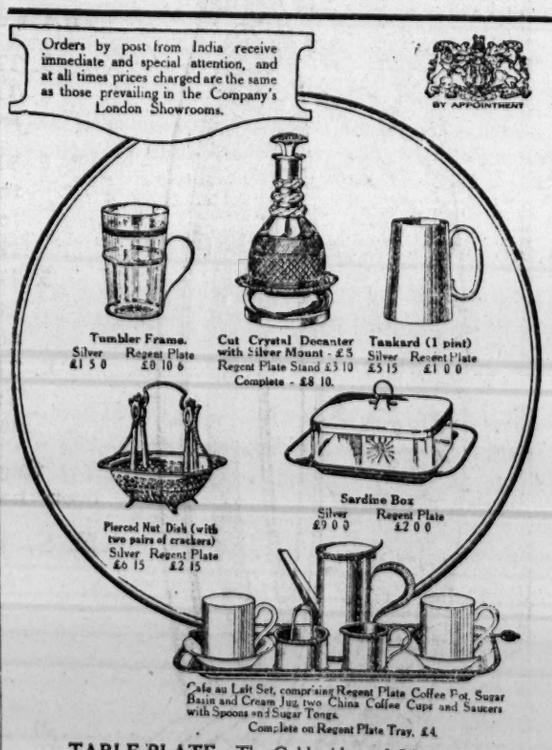
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AUTOMOBILES

SHANGHAI, SUNDAY, SEPTEMBER 10, 1922

Radio Is Newest Kind Of Accessory In America

Motor Car Can Provide Still Further Joys For Its Owner By Adopting Wireless Telephone

BY H. CLIFFORD BROKAW

Have you a little radio outfit in your car? This is a question which will increasingly be answered in the affirmative. For the radio has great possibilities of added enjoyment to the motorist. He can wander where he wills with his automobile and still sleep in peace because he knows what the day's baseball scores are.

Other media of transportation have taken to radio like a man takes to a new-found friend. The auto is not to be outdone in this realm of popular activity. The airplane has its radio equipment and gets its baseball scores in the air. The submarine gets its news under the ocean and the merchant marine vessel gets its dope on the world's doings as it travels the high seas. Railroads have demonstrated the possibilities of enjoying a radio concert aboard trains while crossing the continent. Ladies are attaching radio garters to their well known facilities of transportation. Far be it from the automobile to neglect so great an opportunity to make its service to humanity more popular.

Now when the owner of a car contemplates a week-end trip into the country with his family to enjoy a little recreation he sees to it first that the radio outfit is packed into the machine. After this major consideration is cared for, if there is room and time, he puts in something to eat, some blankets under which to sleep, perhaps some fishing tackle and a few accessories that are supposed to be desirable for picnic purposes. Probably his interest in radio will absorb so much of his time and energy that when it comes to cooking the fish for supper they will still be in the stream. It would be difficult to estimate the number of fish whose lives will be thus saved by radio, but it will doubtless run into a large number annually.

HOW TO DO IT

There are several ways that the motorist can equip his car to receive the various interesting programs which are being broadcast daily. He can suspend an antenna or aerial above the top of his car from a projection in the rear to one in the front. This can be connected with a receiving set in the back seat of the car. From this receiving set he can hook his ground wire directly to the frame of the car. In this way he can receive messages while the car is in motion.

Or he can use what is known as a loop or coil antenna. This consists of a boxlike frame on which is wound turns of wire. It should be made so that it can rotate around an axis. The wires should lie in the same vertical plane. This antenna can be placed in the end of the car over the back of the rear seat. The antenna in an automobile is somewhat like the fifth wheel on a coach. The fifth wheel on a wagon is a semi-circular piece which has another piece resting on it that acts as a bearing to facilitate the turning of the front axle when steering the vehicle. It is a so-called wheel placed in a horizontial position which keeps the body from turning exactly with the front wheels. The fifth wheel of an auto might be called the loop antenna, which is placed in the rear of a car to facilitate the receiving of broadcast programs for the enjoyment of the passengers out on a motor tour.

The most practical use of the radio in connection with motoring, however, is not while the car is in motion. This is especially true of some cars which are noted for their rattling capacity. The electrical equipment of a car in action might also interfere with the clearness with which messages could be received.

IDEAL FOR WEEK ENDS

The idea use of the radio as an asset to the motorist comes when he arrives at a point of destination for his week-end trip. Probably he finds himself in some distant bit of country woodland with a lake or stream in his front yard and beautiful scenery and healthful ozone all around. He parks his car, gets a good meal in the out-of-doors, eats it with a "coming" appetite, sets up his camp for the night, gets out his blankets, and starts a fire. Perhaps the moon is adding its fascination to the scene. The environment is too charming for him and his associates to waste any of the early hours of the evening in sleep. He longs for news of the busy world he has so recently left behind.

So he gets out his radio outfit. For an antenna he takes a wire about 100 feet long, attaches a string to one end of it and to the end of the string a stone. He throws the string over a branch of a tree about thirty feet high, so that the string, and not wire, has the contact with the tree and the stone acts as a weight to keep the string from slipping off the branch. Then he stretches this wire for about seventy-five feet in the air, attakes another 100-foot wire which he strings along the field and attaches this as a ground wire taches it to his receiving set, to his receiving set.

Now the motorist is ready to take in the baseball news to see if his favorite team won or lost. He gets the weather report to find out if he is going to have a wet or a dry night. He gets the jazz for an outdoor dance in the moonlight if this appeals to his fancy. Then he can go to his outdoor bunk and pound his ear to his heart's content.

On Sunday morning he can relieve his conscience stricken because of being away from church, by listening to a good sermon which is broadcast by some eminent preacher. If he is on a regular vacation and his employer sends out a wireless that he is needed back at the office immediately, he can take an ax and destroy his radio apparatus just before it would be picking up such a disastrous message.

THE VACUUM TUBE SET

For a receiving apparatus the motorist can use a crystal set which doesn't requite any current to operate. Such a set will ordinarily pick up messages a score of miles away. If, however, he desires to work on a larger radius, he will want to use a vacuum tube set. This will require a special bank of dry cells and a storage battery. For a storage battery he can tap onto the one that is apt to be in his autombile.

In his receiving set there is a bulb for receiving messages and extra bulbs for amplifying the sound. He can connect an earpiece onto a horn of some kind so that the entire party can get the broadcast program as they sit around the camp fire.

So the enjoyment of automobiling ought now to be complete, since the motorist can tour to the uttermost parts of the earth and still keep a close contact with all the doings of all other parts of the world. He can be stuck in the mud in Vermont, and, while waiting for a truck to pull him out, he can listen to an opera singer in Pittsburgh. Perhaps it will not be long before a radio outfit will be as common a part of the standard equipment of a car as a steering wheel.

Minister Finds Text For His Sermon In Auto Demonstration

How a minister unconsciously stressed the capability of a certain make of automobile to such an extent in the course of a sermon at Mystic, Conn., that it aroused more interest than any previous sermon in a long time, is related in a report to the factory, according to information received by the China Motors, Ltd., local Hupmobile distributors.

The report goes on to explain that the minister, who drives a small, light car, is a regular customer at the Hartford, Conn., Hupmobile dealer's garage.

Between New London and Mystic is a hill known as Fort Hill, and the dealer states that every time the minister's car would climb that hill in high gear "it was a good car," but often it failed and then "it was poor mechanical work in the garage" which was responsible.

One day the dealer, more or less exasperated over the minister's reference to poor garage work, said to the clergyman: "How would you like to ride in a car that will climb Fort Hill; one that will start at the bottom in high and go over the top at a 40-mile rate?"

The invitation having been accepted, the Hupmobile, demonstration ensued.

On the following Sunday the minister preached from the text, "We disbelieve; we are made to believe, and we believe."

And in the course of the sermon he found occasion to refer to the automobile incident in this manner: "There is an automobile dealer in our city who told me certain facts about a certain car; among his statements was one to the effect that it would climb Fort Hill from a standing start and go over the top at 40 miles an hour in high gear. I, as a result of past experience, could not refrain from disbelieving that statement. But I was taken up the hill in the car and made to believe. I now believe in the man and the car." He then continued to point out that a demonstration of fact is convincing in all things.

Builder Tells Of New Design

G. A. Kissel, president of the Kissel Motor Car Company, in discussing the popular priced touring car and the price reductions on the de luxe models recently announced, gave out interesting information concerning the reasons for so doing.

"This announcement virtually places the custom automobile craftmanship and fine engineering quality on a unique price comparison basis, inasmuch as we will not only maintain the highest custom quality and value," says Kissel, "but will continue our sixteen-year policy of continually striving for improvements and betterments.

"On this basis our announcement was undoubtedly considered something far more than a price reduction by the motoring public, as it practically places the whole line of Kissel de luxe models in a more moderate priced ownership class, as well as continuing its prominent position in the high priced custombuilt class.

"For the past four years we have, because of a definite demand, gradually assumed a commanding position in the field to which the buyer of fine automobiles looks.

"Before we knew it we were designing and building to meet the ideals and ideas of these experienced owners which entailed handcraftsmanship and custom methods as if we were making to individual orders. In fact, we were building a custom-built car in every meaning of the word.

"Now in order to meet the natural demand on the part of all motorists for the highest quality car they could afford, by virtue of our being a complete manufacturing plant, we have the advantage of lowest production costs and the elimination of all outside profits. This, together with a sound financial standing permits buying the best materials at the lowest cost and makes possible these new price reductions at the height of the early summer selling season.

"These factors, together with our normal factory production, enable us to offer a custom-built car to the markets that have heretofore been left untouched by quality car manufacturers because of prices beyond the average owner's reach."

Sales Of Whites On The Increase

Cleveland, O., July 15.—The White Motor Company truck sales for the second quarter of the year show an increase of 40 percent over the first quarter and 23 percent over the second quarter of 1921. The month of June was the best since September of 1920.

Orders continue to reflect generally improved business conditions, the second quarter showing an increase of 26 percent over the first quarter and 37 percent over the corresponding quarter of last year. Cash on hand is $2,500,000, with notes payable reduced to $1,200,000 and no customers' paper discounted.

Inventories are now at a minimum and the production schedule is being gradually increased to meet current demand. By October it is expected production will be on a basis of over 10,000 trucks per year.

In past years, orders during the summer months showed a seasonal reduction, but so far this summer the volume of orders has been maintained and reports from the forty branches throughout the country indicate that this year will not show the customary seasonal contraction.

Future Of Horse To Be Debated By Freight Haulers

Detroit, July 22.—"Resolved: That the horse is a pre-historic animal, that his functions have been taken over by the motor truck and that civilisation has no further need for him in the cities."

This well might be the subject of a debate on which the horse is expected to stand or fall and that will be one of the highlights of the annual convention of the National Team and Motor Truck Owners' association, to be held at Cedar Point, Ohio.

F. L. Henk of Detroit, secretary of the national organisation, is authority for the statement that the question of bringing the horse back into popularity for the short haul of freight and express in the cities is likely to be decided at the convention. Lovers of the horse will vie with proponents of gasoline driven vehicles in the debate.

Wayne Dinsmore of Chicago, secretary of the Horse Association of America and an ardent champion of the animal, is to take the negative side of the debate, while F. W. Fenn, of New York, secretary of the motor truck division of the National Association of Commercial Clubs has been invited to cite figures intended to show that the horse is losing in popularity in the cities.

According to Mr. Henk some expression on the future course of truck operators in the cities may be expected following the verbal tilts.

Among other subjects to be discussed at the convention will be the proposal, emanating it is said from Baltimore, that railroads deliver freight directly to department stores. Mr. Henk said his organisation would oppose the plan.

Car Sets New Economy Mark

San Francisco, July 13.—A fresh revelation of what the present day motor car means in offering an economical means of touring was furnished this week in a thousand-mile run of a privately owned Nash Six passenger car on which an average of 20.2 miles to the gallon of gas was maintained. The oil mileage was one quart to 500 miles.

The magnificent feature of the experiment was that the test was performed under actual touring conditions. The run included a trip to Los Angeles and back and considerable mileage done in city traffic.

A newspaper representative accompanied the car as an official observer, carefully checking the oil and gas supplies and the maintenance of a speed of from thirty to thirty-five miles an hour, this being regarded as customary country speed for motorists on a tour. The observer reported that nowhere was coasting or other practices resorted to which might enable the car to establish a high economy record.

The record was established by S. L. Boukard, holder of a transcontinental record between New York and San Francisco. The car left 'Frisco Friday morning, arriving at Los Angeles by way of the valley route late that same night, an evidence of the speed maintained on the south bound trip. Leaving Los Angeles Saturday noon, the car came north by way of the coast, arriving back Sunday noon. To complete the full thousand miles the car was driven forty miles over San Francisco's streets in heavy Sunday traffic.

"In view of the conditions under which this record was established we feel that this performance of the Nash Six is one of great significance to all lovers of motoring who must consider economy of operation," said Earl J. Simpson, vice-president and general manager of the Pacific Nash Motor Company.

"The average individual is not interested in theoretical economy that a car may establish through trick stunts. He is, however, interested in knowing what he can expect of a car handled as the average individual handles a car when pleasure bent. That is the way this record was established."

IMMEDIATE INSPECTION

If the car will not coast freely with gears or clutch disengaged, it indicates that binding in bearings of the front wheels or some part of the rear axle. Usually the cause is due to the breaks, which have not been set that the bands are free of the brake drum.

Getting Maximum Tire Mileage

BY P. W. GIOVANNINI
(H. S. Honisberg & Co.)

Misalignment: Bumping into curbs, striking big holes in the road, turning out into gutters, and similar strains and shocks—are likely to cause misaligned or wobbly wheels, or both. This wobbly condition might also be caused by worn or broken bearings in the hub; by bent axles or spindles, or by the careless and improper application of demountable rims. Most any of the causes are common and probably as many as one in every three cars is affected either by misaligned or wobbly wheels. When this happens the wheels travel with a skidding, side-grinding action that wears the treads down very rapidly. It means that another side-wearing friction is added to the natural friction of the road and the result is readily seen.

You should have your wheels examined, or examine them yourself, at least twice a month. Do it right now if you have noticed that your tires are wearing down too quickly.

If the wheels are found to be more than a quarter of an inch out of parallel, or if they run with a wobbly motion—have your Tyre Service Station find the cause and correct it. You may be robbing yourself of thousands of miles in tire service. Get the habit of regular inspections.

Tread Cuts: If your tire receives a small tread-cut—and the cut is not attended to—it will soon grow in size causing quick ruin of the tire.

Tread cuts are easily caused. A sharp stone, piece of glass, iron or tin or even the sharp edges of a switch-point are likely to inflict small cuts on the tread of your tire.

Water and sand get into the small cuts and combined with the weight of the car soon cause the hole to become enlarged. Perhaps the tread will begin to separate from the plies of fabric or cord material. Unless properly cared for, these cuts will weaken the inside carcass of the tire and a blowout, ruining both tire and tube is sure to follow.

Watch for these little cuts on your tires. Unless they have gone too far and the carcass has been infected, you can make the necessary repairs yourself. Otherwise be sure to drive to the best Tyre Service Station dealer and let him do it. His advice on vulcanising is always good.

Look your tires over now and see if they need repairing. This inspection is part of the service a good Service Station dealer is prepared to render.

Underinflation: When tires are run in a flabby, underinflated condition, trouble is sure to develop.

They easily become stone-bruised and cut because they cannot react to shocks like those tires that are inflated to the right air pressure.

The fabric in the side wall may crack around the entire circumference—resulting in a blowout.

This is due to the constant flexing and bending as the tire rolls along under the weight of car and load. Heat is generated very much the same as in the case of bending a wire rapidly backwards and forwards.

Under this excessive heat and constant bending, the rubber in the carcass is rendered incapable of holding—and the fabric in the side wall chafes and breaks, causing a decided weakness at this point in the tire.

You can avoid this by keeping your tires properly inflated. Air-pressure should be tested once every week in order to insure proper inflation.

Keep a pressure gauge handy and do it yourself, or perhaps you would prefer to have your Service Station do it. Be sure to watch your air pressure, though, as it is very easy to ruin a tire by neglecting this feature of tire care.

Fabric breaks: Fabric breaks are caused by severe shocks localised on a small area of the tire's surface.

They are most likely to occur when running at high speed over rough spots in the road. Stones, bricks, ruts, holes in the road, car tracks and curbs are common contributors in causing fabric breaks.

Perhaps you may not realise it at the time you inflict the bruise but it will show up some time when you least expect it—possibly when your car is at a standstill.

Fabric breaks are very liable to occur when the tires are underinflated. Lack of proper air resistance makes the tire much more susceptible to breaks when striking stones and rough spots in the road.

At first the break may be small, but it grows—and finally the tube is pinched, causing a blowout.

Inspect the inside of your tires whenever they are removed from the wheel. If the break is found, insert a Rim-Cut Patch without using cement.

Then drive to your tire repair shop and have the break permanently vulcanised by an expert.

Auto Used To "Bull Dog" Steers

San Francisco.—The ease of control and braking and steering qualities of the Buick car were demonstrated during the Shrine rodeo at Ewing Field. In the "bull-dogging" of steers, instead of wild bronches being used, a 1922 Buick four-cylinder automobile was driven by Noble C. S. Howard, and the crowd was treated to some of the most sensational wild west tricks ever witnessed at any rodeo.

Noble Howard sat at the steering wheel and with the cowboy who was to do the steer tossing standing on the running board, the Buick was sent in pursuit of the fleeing steer. As the steer dodged to and fro, the Buick was skilfully handled so as to keep without getting too close to the animal, and the people marveled at the manner in which the car was controlled, no matter at what speed or in what direction the steer ran.

In making the sharp turns the Buick often made the curve on two wheels and when the cowboy deemed the time opportune to leap from the flying automobile and grab the steer around the neck, Howard demonstrated the flexibility of the Buick, as well as his own skill as a pilot, by steering the car close enough to the animal to enable the "bulldogger" to leap on the galloping steer with the same dexterity, as he did when a horse instead of an automobile was used.

Tis method of "bulldogging" has the sanction of the humane society, as it does not come under the cruelty to animal section, because, when the cowboy lands on the steer's neck, he simply wrestles him into such a position as to permit a piece of rawhide to be slipped over his nose to signify that the contest has been won.

The TRUSTY TRIUMPH

A REVELATION IN POWER TRANSMISSION.

EMBODIED in the new 4-h.p. Triumph is the most perfect Transmission System yet devised—Patent 3-Speed Gear, All - Chain Drive, together with a smooth and easy acting Shock Absorber, which eliminates all Engine shocks and ensures an absolutely smooth and solid drive. It is a wonderful advance in transmission efficiency.

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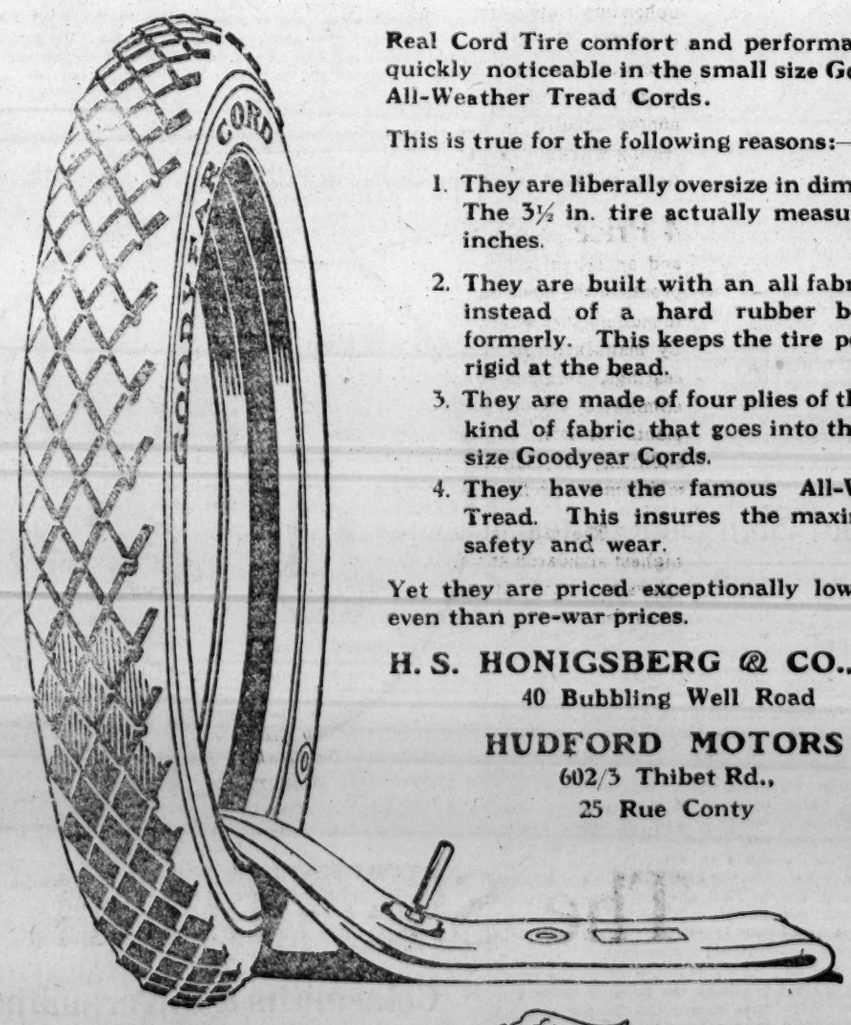
Reasons Why These Tires Are Better



Real Cord Tire comfort and performance are quickly noticeable in the small size Goodyear All-Weather Tread Cords.

This is true for the following reasons:—

1. They are liberally oversize in dimension. The 3½ in. tire actually measures 3.85 inches.
2. They are built with an all fabric bead instead of a hard rubber bead, as formerly. This keeps the tire perfectly rigid at the bead.
3. They are made of four plies of the same kind of fabric that goes into the larger size Goodyear Cords.
4. They have the famous All-Weather Tread. This insures the maximun of safety and wear.

Yet they are priced exceptionally low—lower even than pre-war prices.

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GOODYEAR

Studebaker

The reasons why

This is a Studebaker Year

What Automobile Buyers Generally Want:

In a recent poll of 20,000 car owners by the National Automobile Chamber of Commerce, Inc., of New York (the automobile manufacturers' trade association), each owner was asked to name the quality which appealed to him most in buying a car. The results showed as follows:

1. Endurance	15.0%	8. Flexibility	6.5%
2. Economy of operation	14.0%	9. Endorsement of car by others	6.5%
3. Comfort	9.5%	10. Specifications	6.0%
4. Price	9.5%	11. Speed	5.5%
5. Appearance	8.0%	12. Appointments	5.0%
6. Service facilities of manufacturer	7.5%		
7. Hill climbing or power	7.0%		
	70.5%		29.5%

The poll confirms Studebaker's experience of seventy years in building vehicles of all kinds. Studebaker Cars have been and always will be designed and manufactured to meet the qualifications demanded by the public as emphasized by the Chamber survey.

The Proof of Studebaker Quality:

1. Endurance. Studebaker Cars are daily giving satisfactory service to 400,000 owners in all civilized countries. Proof of their dependability rests upon the fact that our sales of Repair Parts, covering repairs from accidents as well as service, for the past seven months averaged but $7.00 per car. Up to August 1st, 1922, we produced and sold 550,000 Studebaker Cars, and are now producing and selling at the rate of 125,000 cars per year, practically double last year's volume, and yet our total sales of Repair Parts this year are leas than they were for the first seven months of 1919.

2. Economy of Operation. Greatest economy results from minimum repairs and high resale values of second-hand cars in proportion to list prices. Gasoline and oil consumption are next important items of economy. The records of Studebaker Cars in all these respects stand out strikingly well.

3. Comfort. Correct design of weight distribution, spring suspension, seats, upholstery, etc., determine largely the question of comfort. Comfort is not a matter of extra cost and high prices, but is a matter of design. Comfort is characteristic of Studebaker Cars. Heavy weight is neither essential to comfot nor an assurance of it if design is faulty. The weight of Studebaker Cars is borne almost equally by the four wheels, which is ideal distribution. With bodies resting without overhang on frames, semielliptic springs, seats of generous proportions, and best upholstery, Studebaker Cars are necessarily comfortable

4 Price. With $78,000,000 of actual net assets, including $38,000,000 of plants, and an organization of able, experienced men and workers who participate in the profits of the business, Studebaker stands unsurpassed in the resources and ability to *manufacture economically* and give maximum *intrinsic valuc* for a given price. By manufacturing complete motors, transmissions, axles, frames, bodies, tops, castings, forgings, and stampings, parts makers' profits on such items are eliminated, and one profit only is included in Studebaker prices. The South Bend plants formerly devoted to the manufacture of horse-drawn vehicles, with recent additions, now manufacture sedan and coupe bodies, at minimum costs (without middlemen's profits), and buyers benefit accordingly.

The materials and workmanship in Studebaker Cars measure up to the highest standards known to the automobile industry. Substantially better intrinsic values cannot be obtained at any price. The theory that high prices necessarily mean fine cars is fallacious, simply because prices are not based upon intrinsic values but upon the production costs of different manufacturers, which vary widely according to their individual manufacturing facilities, ability and output. Everybody in the automoble industry knows that standardized cars manufactured complete in large quantities give the greatest intrinsic values, or stated otherwise, the most actual car, per dollar of price. Assembled cars, which constitute eighty-five per cent of the hundred-odd makes of American cars, are assembled from parts purchased from many sources, which precludes harmonious co-ordination in design and inevitably increases costs and selling prices about 25%

5. Appearance. An automobile should never be bought on appearance, although seemingly 8% of buyers are influenced by appearance alone. An automobile is a highly developed mechanical instrument from which hard, satisfactory service is rightly expected. Studebaker executives and engineers give much attention to appearance, stile, distinctive beauty in the matter of tops, hoods, radiators, and fenders (the dress of an automobile). Our bodies are masterpieces of fine craftsmanship, and are unexcelled for comfort and durability

6. Service. Studebaker has 3,000 branches and dealers in the United States, and is widely represented in all foreign countries. These branches and dealers carry in stock $4,000,000 of Repair Parts for all models of Studebaker Cars; The prices of parts for Studebaker Cars are lower (or as low) as those of any cars of their price, and much lower than those of highpriced cars Studebaker branches and dealers are obligated to render prompt and efficient service to buyers. Studebaker is in business to sell motor cars and not parts. The accestibility of Studebaker Cars for quick dismounting and repair work is commcn knowledge in the garages and among chaffeurs and mechanics all over the world.

7. Power. In acceleration, power delivered at the point of traction, and hill climbing ability, all three models of Studebaker Cars enjoy unique reputations.

8-12. Sundries. The other qualities which seemingly influenced the selections of 29 5% of buyers are flexibilty, endorsement of others, specifications, speed, and appointments. Studebaker Cars stand high in all these respects. Studebaker Cars have set many precedents in quantity manufacture, particularly in the matter of appointments and equipment, such as crown fenders, cast en bloc six-cylinder motors, cord tires, one-piece windshield, cowl ventilator, cowl lights, tonneau lamp with extension cord, windshield wiper, transmiesion locks, beveled plate glass windows, etc. Satisfied owners are Studebaker's greatest asset.

The broad principle upon which Studebaker business is conducted and upon which it has proposed for seventy years, now grounded upon tradition, insures satisfaction to everybody who deals with the House of Studebaker, and we solicit your valued patronage on this basis. This policy protects you better than the ordinary guarantee.

The Shanghai Horse Bazaar & Motor Co.

How Much Will It Cost When Can I Get It?

BY C. A. VANE

(General Manager National Automobile Dealers Association)

When a motorist takes his car to the repair shop, or the service station for overhauling those two questions are uppermost in his mind. He may never ask the first one, but he is thinking about it just the same, and probably the only reason why he doesn't ask it is that he has asked so many times in the past and received the reply:

I don't know!

The answer to the second question usually was, I don't know, also.

In any other business in the world you can get straight off the bat an answer to both these questions and if the answer doesn't suit you, you can trade elsewhere. But it's too late to raise much of a row with the repairman afer he's taken your motor down, disassembled the transmission or removed the clutch.

But the public is demanding and has been demanding for months an answer to those two simple questions and the public has a right to know the answer. The public is spending its good money for information on these points and the service station or repairman that expects to continue to bring that owner back for necessary maintenance would better get in a position to answer that simple formula right off.

For the selling of labor in automobile repair shops in this year 1922 on a flat rate system is a fact. Three years ago the idea was hooted at, jeered at, booed, sneered at and otherwise depreciated. It never had been done, therefore it never could be done, was the explanation to the inquiry as to why it couldn't be done.

The greatest strides in automobile retailing in the last five years may be indicated summarily by two significant developments:

1. The ready sponsoring and acceptance of the one of a thousand membership plan of the National Automobile Dealers' Association, which is just another way of saying that the highest type merchants in the business are associating themselves together to guarantee a square deal for the customer, and;

2. The adoption of the flat-rate system of repair charges.

This first idea has been explained at some length in this publication already. We will not further elaborate upon the theme. The second in a measure is an outgrowth of the first. It is the striving of the high class merchants in the industry to provide methods that will satisfy the customer and guarantee to him, that efficient, dependable work has been done at a reasonable charge, profitable to both repairman and owner.

To thoroughly understand and appreciate the great advance of the industry as a result of the influence of the National Automobile Dealers Association, it is necessary to turn back to 1917. What a period of breezy indifference! Perhaps it will be too harrowing to the nerves of modern merchants to throw too intense a picture of that day into this review.

And a year later! Then the war scramble, when the War Industries Board and the Ways and Means Committee of Congress became the especial aversions of the automobile industry. It was during the first of these years named that the association came into existence and during the second that it rose to its present commanding position in the industry.

The dealers were being berated by the various war agencies, by their customers by each other and by themselves. They were the target for the revenue seekers. They were the target for legislators in state and nation.

A few men in the marketing end of the business were applying merchandising methods and realised that if the respect of the public was to be won for the business, a majority would have to install the same sound fundamental principles.

It was these leaders who made possible the National Automobile Dealers' Association. It was they who inspired its program of education and development. It was they who furnished the fund of information and experimentation of various methods that have been spreading through the industry and which have as their fundamental appeal the idea that the customer is the boss and must be satisfied.

Out in Denver an automobile merchant very active in national association work, had demonstrated that it was possible to build up a feeling of confidence to instill into his customers the knowledge that the automobile dealer is of high integrity and does not any longer, knowingly, overcharge his customers. That an automobile merchant is one who delivers to his customer full value for the price charged, as set forth in his flat schedule of charges!

This man was P. E. Chamberlain, known throughout the industry as the "Father of the Flat Rate," who pioneered this development, first in his own establishment and then voluntarily traveled thousands of miles throughout the United States under the auspices of the National Automobile Dealers' Association telling merchants in other cities what he had learned in the years he had experimented with the idea and why it was fundamentally sound and could be applied satisfactorily in a maintenance department. Chamberlain met hundreds of executives and thousands of salesmen, and repairmen, etc., getting over this story of business methods in the service station.

The flat rate had not yet become a feature of the manufacturers service plan for the dealer. One manufacturer had produced a system which it only suggested to dealers. Another had an accounting system which only suggested the use of the flat rate. But when Chamberlain told his flat rate story to the hundreds of dealers who had assembled for the annual national convention in Chicago in 1919, it was so radical and so far in advance of the dealers' ideas that there was open ridicule.

But the National Association had faith in the Chamberlain program because it went back to fundamentals and expended a great amount of time and money creating an interest in the program. Later, as understanding seemed to burst simultaneously all over the country, the demand for Chamberlain's time was greater than could be filled and it was necessary to make the scheduled appearances as previously told of.

The program of the National Association progressed. Hundreds of dealers were hearing the story. Many of them recognised in the flat rate a fundamental force for supplying to their customers, their car buyers, dollar values for dollar experiments.

Entailing the necessary study of costs, as compared to revenues and the skill of the labor involved, the flat rate taught many automobile dealers to conscientiously study their business and the welfare of their customers. The flat rate wherever established and worked out with a thorough understanding of its principles and its scope, immediately elevated that dealer to a higher plane. It will be conceded generally that this activity on the part of the National Association implanted the inspiration of highly ethical practice in many automobile business executives.

The flat rate naturally inspires confidence because it is an "open covenant openly arrived at." Confidence of the customer has been the bulwark of every retail business, of every industry that flourishes.

In 1922 we find factory after factory has worked out the schedule of operations on the motor vehicles it manufactures and has supplied these schedules to its retail organisation.

Scores of automobile selling firms which were developing rapidly as merchants, had not waited for the manufacturer to provide the schedules. They were sufficiently sure of the results, and they desired to justify the confidence of their customers. They had prepared their own schedules, based on exhaustive study of their shop records and their cost sheets.

Examples of the value of the flat rate and of its operation, are numerous. Rarely is there found in 1922 a true automobile merchant who does not apply the flat rate principle.

There is in Ohio an automobile distributor who says:

"If I were to have the choice between accepting $50,000 for a return to the old inaccurate system of computing bills, or go out of business—I'd go out of business."

The automobile merchants who have been developing through the last five stormy years have come to a wholesome realisation of the consideration due to the motor car owner. And the flat rate is gaged to give just consideration both to the car owner and to the necessity for profit in the shop. The motor car owner has recognised that a merchant cannot provide a maximum of "readiness to serve" and a high quality of workmen and material, unless that business be operated at a fair profit.

This idea of fairness to both car operator and car seller has come to permeate the industry so thoroughly that it is now an ideal. And the men with this ideal have come to believe that they are worthy of distinctive designation. They have come to feel that the motor car owners are ready and willing to do business with the highest type of automobile merchants. The manufacturers have come to acknowledge that they must also do their part to make their service and sales organisations follow practices that will encourage buyers.

Success of the flat rate has been influenced perhaps by the recognition that it actually symbolises the ideals of the men around whom has been built the "one-of-a-thousand" ideal.

Chamberlain was discussing the flat rate with a group of motor vehicle factory representatives. Endorsement of the system was general. But there came from within that group, one peculiar expression. One man arose and said:

"It might be a good thing to put in the flat rate until you have established the confidence of the public, but I think I like the old methods best!"

Be it said to the honor and praise of those factory representatives that the suggestion was promptly hooted down.

But this man had touched upon the very foundation of the future success of the automobile merchant and the real reason for the success of the flat rate.

Confidence of the buying public!

That same confidence which is one of the specifications of the "one-of-a-thousand" designation. That same confidence which has been so jealously guarded by the automobile men who have proved the success of the flat rate system and who propose through the National Automobile Dealers' Association, to prove the sucess of their ideals of fairness and faith.

It was hard to get into the flat rate system and to discard the old inefficiencies. Some have found it easy to get out of using it. Figures have not been available as to the number of factories that have established the flat rate schedules or of the number of automobile merchants using it. Information that is available, however, indicates that no considerable percentage of the legitimate automobile shops are using the flat rate. Probably no more of them are using it than are represented in the ranks of the automobile merchants who are eligible to the "one-of-a-thousand," but as the educational program of the National Automobile Dealers' Association develops from year to year the calibre of men in the selling field will enlarge and improve. As this improves the practices will improve and develop, until not only will the success of a merchant devolve on his shop practice, but upon his selling practice and his general business ethics.

How does it work out in respect of the price element?

One of Chamberlain's own experiences is the best answer to that. We'll tell it in his own words:

"Before I adopted the flat rate I found that a customer would come in with a bill that he didn't want to pay, and he had been overcharged, he didn't know just why he had been overcharged, but it was an automobile bill and it wasn't to be paid after it reached the dignity of, say, $50,000; or even less. So he looked up the salesman who had sold him the car when new and the salesman in one way or another sympathised with him. 'Why, my God, did they soak you like that? Why——.' So by the time the man got to the cashier's window there had been enough sympathy developed to kill the entire bill, although neither the salesman nor the owner knew anything about the merits of the account.

"After we had put in the flat rate system a man sent us on a flat car, once a big closed car, that had been badly wrecked in Wyoming. When we got through rebuilding it, new body and everything, the bill was $1,672.32.

"When he came in to get the car and pay his bill his brother from Port Collins was with him. The cashier slipped him the bill and the brother who was looking over the owner's shoulder said, 'My God, John, you're not going to pay that, are you,' Now this brother knew absolutely nothing about what work had been done but, as I say, it was an automobile bill and therefore not to be paid.

"The brother didn't reply, but pulled an estimate out of his pocket that we had made him after inspecting the wrecked car on arrival, laid the two slips side by side and checked them through. He found one item of $4.50 on the bill that wasn't on the estimate and when we explained what that item was he pulled out his check book and wrote out his check for $1,672.32 without a murmur.

"Without that estimate he would have made a bigger howl probably than his brother. The brother only had to look at the bill. The owner had to pay it!"

What is its value in the time element?

Hear what H. B. Harper, formerly a dealer in Philadelphia, a past president of the National Automobile Dealers Association and now general sales manager of the Studebaker Corporation of America, has to say about repair shop delays:

"I believe that a man ought to go to jail for taking my car on Monday and keeping it three weeks while he got a part that ought to have been kept in stock," says Harper.

And the average owner will agree with him, whether the delay be in the actual repair work or in procuring a part for the actual repair work.

Motor car owners may not know a great deal about the flat rate. They know they are getting their charges through some kind of an accounting system and they do see the receipted bill.

It is certain, however, that every motor car owner will have a decided interest in the rapidity with which the flat rate and other improved and ethical practices are being adopted by the automobile merchants. The motorists are definitely interested in the improved efficiency of the maintenance departments of automobile stores, and in the more economical results.

First, last and all the time the owner wants to know and wants you to be able to tell him:

What will it cost?

When can I get it?

Franklin Closed Cars In Lead

Syracuse, N. Y.—Closed cars formed 51 percent of April shipments made by the Franklin Automobile Company, according to factory officials. Of the various types, the sedan led in popular favor by a wide margin. A considerable demand, however, was recorded in broughams, coupes and touring-limousines also. Counting the demi-sedan, a convertible type with many of the advantages of the closed car, the total percentage of Franklin closed car shipments would amount to 66 percent.

Motor Cars Save Doctors' Bills, Improve Health

"Nine days out of each working year is the average toll taken from an American working man by illness," writes O. F. Jordan in the current issue of The Chevrolet Review. "Statistics are not available for women. It seems probable that for them the toll of illness would be greater. How this compares with the record of our pioneer forefathers we are all aware. They were able to live without doctors. The secret was open air exercise, minds filled with hope and the wonderful life close to nature.

"But the motor car has begun another new epoch. I have been anxious to know what doctors would say about the influence of of the motor car on the public health, so I have interviewed a number of them. What they have told me indicates that the cost of tires and gasoline is matched in many a family by the saving on doctor bills. Many a person has incipient tuberculosis. Because of the motor car they will never know it. Out in the open air the lesion will heal up and only an X-ray would ever reveal that there had been an infection. More than one tuberculosis patient further advanced in the disease has deliberately taken to the highway, with the result that we all know. Tuberculosis is no longer regarded as an incurable disease.

"Perhaps the most widely pervalent American disease is located in the nervous system. Middle-aged business men break down and quit, and women, who ought to go forward to their careers as grandmothers with a smile, are nervous wrecks. This is not so much due to hard work as to the lack of recreation. The motor car is the means of recreation of many an entire family.

"Is driving an automobile exercise? That depends a little, of course. One need not assert that it should supersede all other forms of exercise. But if anyone drives over twenty miles of really rough road in any car he will not need other exercise any more that day. Business men who never used to get any exercise get at least some these days in their driving, and all that they get is just so much clear gain.

"Not everything is thrift that looks like it. Some men jump over dollars to pick up dimes. Others fail to make hundreds because they are afraid to spend tens. The economist has asserted that the soil was the basis of all wealth. He is dead wrong. The soil without a man to work it is never worth anything. The basis of all wealth is the health of a people.

"Whatever builds up the physique of a nation, whatever quickens its mental acumen and steadies its nerves for great emergencies is the fundamental necessity in making a nation prosperous. We are spending billions on motor cars, for first cost and maintenance. But you could buy the output of the biggest motor manufacturer in the United States with our bill for face powder. When the time for retrenchment comes let us wear the tan we get out in God's great open air country without shame. Let us cut down on real luxury.

"But we have substituted gasoline for pills once for all, and we like the new way better."

Old Time Auto Hints Interesting Today

The car of 1922 is a far cry from the motor vehicle of the early days of the industry in the opinion of Eddie Rickenbacker.

Rickenbacker was reminiscent about some of the "good old days" of motordom when he was in San Francisco a short time ago, and told Roy Mires of the Charles H. Kaar Company, Lexington and Rickenbacker distributors, of some of the hints on car care they handed out in the early days. Here's the way a few of them read:

"Do not expect too much of your automobile. Remember, it is but a machine, and cannot be expected to do all that a horse can do.

"Spark plugs should be taken out and cleaned every ten miles. If continued trouble is experienced with spark plugs it may be due to motor over-heating.

"Always carry water in a suitable can to replenish radiator after climbing a long hill. It is dangerous to run without making certain that there is plenty of water. If radiator water is boiling, stop motor and permit it to cool, adding cold water.

"Always clean sand and dirt away from the wheel hubs and axle spindles at the end of each day's running as sand working into the ball bearings will ruin them.

"In driving on dark roads at night a good bicycle lamp burning acetylene gas is recommended to illuminate the road more brilliantly than oil lamps.

"When backing up it is wise to first dismount and look behind under tonneau for dogs and children, as both are attracted by the novelty of an automobile."

Simple Way For Tight Connection

A gasoline connection will remain tight indefinitely if it is securely bound with ordinary friction or tire tape. The tape has a dual function. It locks the nut and if, through any defect the joint ever springs a leak. the tape prevents the gasoline from flowing out. The tape is wound tightly around the pipe adjacent to the connection and also around the nut forming the connection. When this is done the nut is held securely. There is never any danger of vibration shaking the nut loose and thus causing a leak.

TIRE WARNING

Overloading and under-inflation have an almost identical effect on pneumatic tires. The motorists who reduces his tire pressure to gain extravagant riding comfort or who puts on too heavy a load should not overlook the fact that doing these things leads to early troubles that too often are credited to some defect in the construction of the tire.

The skilled engineer can tell at a glance when the tire finally breaks down in this way just what has caused the trouble. When he opens the carcass of the tire if he finds that the plies of fabric have pulled apart he knows that the tire has been run while overloaded or under-inflated.

A tire is constructed with the idea that it is to be inflated to such an extent that it will retain its curved outline as the wheel revolves. If there is not enough air in the tire, or if it is over loaded, the part of the tire that rests on the ground will unduly flatten out instead of remaining rounded. This flattening is called "distortion" by tire engineers.

A simple experiment will illustrate clearly just what takes place within the tire when it is being deflected or distorted and why too great distortion is so destructive to tire life and why such emphasis is placed upon the importance of keeping this distortion down to the lowest point consistent with good riding comfort. Take a book with flexible covers and make a mark straight across the ends of the pages at the top. The mark should be made about two-thirds of the distance from the binding to the other side. Bend the book sharply across the middle. You will note that as the book bends the line begins to lengthen and to assume a diagonal position. This means that the pages have moved, some of them a considerable distance.

A tire is built up of layers, resting one upon the other, just as the pages lie one upon the other in the experiment just outlined. But there is this essential difference, that the pages are not fastened together and slip over each other easily when they are bent, whereas between the plies of a tire are layers of rubber gum which bind the plies together. When the plies are bent out of position they cannot slip over each other as the pages do.

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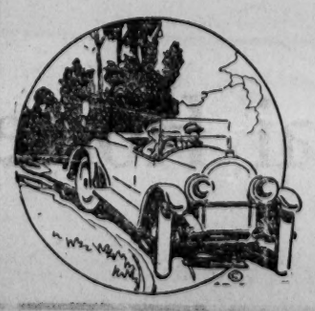
Dodge	5 "	(run 4,200 m.)	Buick 6	"	(model 1919)
Chandler	7 "	(model 1921)	Studebaker 4	"	(with winter top)
Grant 6	5 "	(slightly used)	Austin	"	(model 1920)
Overland 90	5 "	(fine condition)	Studebaker	"	(special sjx)
Buick 4	5 "	(new model)	LIMOUSINES & SEDANS		
Buick 6	5 "	(model 1920)	Liberty	Limousine	(late model)
Maxwell	5 "	(model 1921)	Dodge	"	(run 3,800 m.)
Citroen	5 "	(run 6,500 m.)	Overland 90	"	(special body)
Cadillac	5 "	(model 1920)	Hupmobile	"	(wire wheels)
Fiat	5 "	(latest model)	Buick 6	"	(model 1920)
			Chandler	Sedan	(model 1921)
			Studebaker	"	(just as new)



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1923 Buick Offerings Strike Pleasing Note

The question "What is Buick Going to Do?" was answered by the local agents here, Messrs. H. S. Honigsberg and Co., when they gave a list of Buick activities and new models for 1923.

Two new models have been added to the line, and important improvements made in all its models. The 1923 series comprises fourteen types of motor cars. The additions consist of a new five-passenger touring sedan of the six-cylinder size and a five-passenger touring sedan in the four.

The new models bring the Buick production of six-cylinder cars to nine models and increase the four-cylinder models from four to five for the next year.

The sixes include a two-passenger roadster, a five and a seven-passenger touring car, a three-passenger sport roadster; a four-passenger sport touring, a four-passenger coupe, a five and seven-passenger sedan and a five-passenger touring sedan. The fours include a two-passenger roadster, a five-passenger touring, a three-passenger coupe, a five-passenger sedan and the new five-passenger touring sedan.

The body has been slung at a lower level and the adoption of a higher radiator with raised filler cap gives the hood a higher line and makes the car look longer. New one-piece crown fenders have been used on both front and rear. A top which sets much lower has been used and gives the car an extremely smart appearance.

ALUMINUM BINDING USED

Drum type headlights and parking lights on the cowl have been used and a special ventilator, controlled from the instrument board, has been mounted on the cowl. Special antirattle catches have been used on the hood and all doors are equipped with catches and handles which insure lack of rattles and easy operation. On both running boards aluminum binding has been used throughout and special nickeled scuff plates are mounted on the steps to protect the side aprons and give a finishing touch.

A new gasoline tank with a special raised filler cap has been installed, the ends being covered with the rear mud guards by special wings which prevent the usual gap in space being visible between the tank and guard.

The wing nuts controlling the windshield have been so placed that they are adjustable from the inside of the car. The transmission control handle has been lengthened to facilitate gear shifting, and is equipped with a new type lock which will reduce theft insurance rates 20 percent. A windshield wiper is mounted handy for the driver. The seats in all the open models have been lowered considerably, giving added leg room, and the upholstery has been bound in such a way that the tacks are not visible. The doors have been equipped with wide pockets, and are padded to insure wear and good appearance. A new style of high grade carpeting has been used in the tonneaus.

HAS HIGHER RADIATOR

In the four-cylinder roadster new mechanical features have been incorporated and an entirely new and longer body designed which, together with the higher radiator and cowl changes, gives the car a longer and lower appearance.

The three-passenger coupe is finished in plush, is equipped with a heater, extra large doors, cowl ventilator and has very up-to-date interior fittings. Another change includes an extra large luggage compartment in the rear with a flush rear deck door.

The five passenger sedan carries a new and longer body with a new and longer front seat steering gear. This model will have the cowl ventilator and is finished in plush. It will also have a floor heater and adjustable rear side windows.

The new touring sedan of the four-cylinder type is equipped with the cowl ventilator, aluminum steering wheel spider, extra wide doors, large comfortable tilting front seats, dome light, floor heater and all windows in doors and sides are adjustable. On the rear standard equipment includes a trunk rack, trunk, and nickel guard rails. This is also standard on the six-cylinder touring sedan.

The six-cylinder models, mechanically, all incorporate the same changes and include the latest Buick spring improvements. The two-passengers roadster is equipped with a lower top and this with the higher radiator and cowl, gives the car a much longer and more racy appearance. A new, flush rear deck and deck door have been installed and a new tilt is given the spare tire carrier while the sides of the seat trimming is piped and has added trimming under the cowl.

The five-passenger touring car carries a new style of trimming on the back of the front seat, a tonneau lamp, piped trimming on the sides of front and back seats and trimming under the cowl, a leather-covered robe rail with nickel brackets, neatly designed pocket flaps and a new rear curtain light.

TOP IS LOWERED

On the seven-passenger touring car the top of lower design, a sun shade which is adjustable, a rear vision mirror and nickel binding around the front and rear of the top are among the principle changes. This model also has the new type head and cowl lights of drum design, new whipcord top lining and an extra wide rear seat and auxiliary seats.

The equipment of the six-cylinder touring-sedan includes many of the features of the other Buick closed models and in addition has new large tilting front seats. The seven-passenger includes a new arrangement of the seats which tends to make the riding for all passengers more comfortable and special arm rests on each side have been installed.

The 1923 sport is one of the most attractive models that Buick has to offer and includes a new type of rigid trunk rack, trunk and nickel guard rails, mounted on the rear of the body. A new top of special material in a combination of leather and nickel binding has been included in the standard equipment with a nickeled radiator, dumb-bell cap and motometer, an adjustable sun shade, rear-vision mirror, leather-trimmed instrument board, combination clock and speedometer, cigar lighter, instrument lamp, nickel-plated transmission control and emergency brake lever, a walnut steering wheel, carpets in front and rear compartments, rubber heelplate for driver, special embossed black leather trimming throughout, a new double tire carrier, bevel plate glass windshield, wings and a bevel plate glass back curtain light.

SNUBBERS UNNECESSARY

One of the most important features of the sixes is the improved method of spring suspension, so designed that the use of rear snubbers is unnecessary. The new spring, Buick engineers say, will do away with all side sway and cuts rebound from bumps down to a minimum. The main leaf of the front springs has been made of vanadium stele.

The engine block of the new models has been cast higher of chilled semisteel with special honed cylinder bores to insure added efficiency and smoothness of running. Extra length connecting rods and pistons especially machined to prevent the scoring of the cylinder walls have been adopted. A new and larger crankshaft has been used together with a special hard babbitt material for main and connecting rod bearings. New drop forged main bearing caps have been adopted. An oil pressure system to the main bearings and a new method of covered troughs to the pistons insures positive lubrication at all speeds. A special system of oil holes in the rocker arm dust cover allows the driver to easily lubricate the rocker arms, and a new valve stem lubricating system has been installed together with one which more positively lubricates the front cam shaft bearing.

A fan bracket and pulley drive system has been adopted as has a new style water pump shaft and of pump packing. The generator is also entirely new with a silent overrunning generator clutch, insuring easy starting and silent operation. New steering knuckle and steering arm bushings have been adopted together with larger heat treated strut and truss rods. Ball bearings have been installed on the differential. The frame has been changed for one of extra heavy construction. To the bodies have been added new heavy cross bars, pillar brace irons and an improved method of attaching body brackets with bolts instead of screws.

New York Sets New Auto Record

Unprecedented in numbers of new drivers applying for licenses, the New York City Motor Vehicle Bureau finds itself an excellent barometer of the great increase in automobile buying on the part of those who have never driven a car before. A new record of 4464 applications was established in the last week of May. In one day 1044 asked for permission to drive their new purchases. Adding to the value of the figures is the fact that there were no renewals among them.

While statistics are not yet available as to the proportion of chauffeurs and owners among these applications, it is estimated that about 40 percent were in the former class. An interesting sidelight is that to date this year about 155,000 owners have been given a license to drive while 175,000 chauffeurs carry the police department's card.

Trunk Highways System Now Planned In States

Minneapolis, Minn., Aug. 6.—A system of national trunk highways throughout the United States, which will include three of the largest cities of each state is planned by the Associated Highways of America.

Discussion of these plans will be one of the important issues before the 4th annual convention of the organisation, to be held here shortly, according to H. O Cooley, of Minneapolis, member of the executive board, making arrangements for the convention.

Development of automobile travel has been so rapid that the highways organisation believes a trunk highway program for the whole country is feasible much on the order of the many state enterprises of the past few years, in effecting state trunk road program.

Prepared maps, outlining and explaining the plan, have been sent to all the delegates invited to the annual meeting and a lively discussion is anticipated Mr. Cooley said.

Members of the Associated Highways will be urged to prevail upon Congress, to secure its adoption of the proposed nation-wide road system.

A national program for the protection of travelers who are suspected to many inconveniences because of over zealous small town authorities who arrest automobilists for petty offenses also will share a good portion of the two-day convention, Mr. Cooley said.

Standardisation of free camp sites on a nation-wide scale also will receive the attention of the delegates, as will the matter of providing information to the public for long distance automobile travel tours.

In addition to the organisation's delegates, representatives from states, cities, towns, commercial clubs, civic organisations and automobile clubs will attend the sessions, Mr. Cooley said. Each governor has been asked to send two delegates, while cities, towns, chambers of commerce, commercial clubs, civic organisations and auto organisations have been requested to have one representative.

Cyrus Avvry, Tulsa, Okla., is president of the Associated Highways; C. F. Adams, Chillicothe, Mo., vice-president, and Frank Davis, Kansas City, Mo., secretary.

Radio Touring Across America

The Lincoln Highway was selected as the route for America's first cross-country radio tour sponsored by the Lincoln Highway Association, Detroit Board of Commerce and the Detroit Automobile Club.

The two Rickenbacker cars, radio-equipped, which are journeying from Detroit to San Francisco, hit the Lincoln Highway at Ligonier, Ind., and will follow it through without deviation to the Pacific Coast. They will let the world know that Detroit is not only the automobile capital of the world, but now boasts more radio manufacturers than any other city in America. They were officially started on their 2,800mile run by Eddie Rickenbacker, America's ace of aces.

The radio car, which is a sedan, is equipped with an exceptionally powerful and sensitive radio receiving set. Compactly built on the top is a 200-foot loop aerial. Carried on the running board of the car is an emergency aerial which may be attached to the car and stretched out to a high point two hundred or more feet away.

This aerial is for use when unfavorable atmospheric conditions cut into the satisfactory operations of the loop. The radio receiving set is built into the car. It comprises three steps of radio frequency amplifications, a vacuum tube detector and three steps of audio frequency amplification, giving it sufficient sensitiveness to permit the crowds who gather about the car at the points along the Lincoln Highway to hear concerts through the magnavox loud speaker from stations as far away as 1,000 miles.

The entire equipment was designed by the radio engineer, Thomas E. Clark of Detroit, and was built in the Tecla laboratories, of which he is president.

It is the intention of Wallace Blood and William Heinz, who are taking the two cars to the coast, to give a concert every evening and at noon, where possible, along the Lincoln Highway. A set schedule is being maintained, so that each city will know of the coming of the expedition and prepare for its reception.

The radio equipment carried in the Rickenbacker sedan will be of intense interest to thousands of amateurs along the Lincoln Highway. It is the finest equipment ever built into a motor car and the present trip is the first time a radio car has crossed the continent. The second car is used merely as a supply car to carry sufficient radio replacement parts to insure of constant service throughout the trip.

The journey to the coast will consume forty days. It is expected that WCX and WWJ, the powerful Detroit sending stations, will be picked up by the Lincoln Highway radio cars along the route as far west as the Rocky mountains. There are enough other powerful broad-casting stations along the Lincoln Highway so that never, unless under extremely unfavorable atmospheric conditions, will it be impossible to amplify with a loud speaker at least one broadcasting station to the interested crowds of amateurs assembled.

BIG TRUCK MILEAGE

The United States Senate Committee on Reconstruction and Production has estimated that the annual motor truck mileage of the United States is 7,150,000,000 and that 1,430,000,000 tons of freight are transported annually over highways by motor trucks.

Oakland Company Employs Unique Inspection System

Every factory employee of the Oakland Motor Car Company knows three men's jobs.

This unique situation has developed as the result of the close inspection system of this company, devised also to keep on hand a skilled body of craftsmen who can fill any position in the factory at a moment's notice in case of sickness to the regular operator of the job.

Every new employee is thoroughly taught the particular operation he is called upon to supervise. In addition he is taught the principles of the operation of the employee preceding him, and also of the employee who performs the next operation after him. For every employee inspects the operation of the man preceding him before doing additional work and inspects his own work before sending it on to the next man. These inspections are made beside many inspections of the regular inspecting force. The thought underlying this system is not to have one employee discriminate against another but to see that there is no let-down in the quality of the work done.

Crude Rubber Quality Varies

Investigations covering a long period of years have proved that uniformity in tire service is 15 percent attributable to variations in road conditions and 85 percent due to manufacture. Tires vary in mileage in about the same way that the workmen building them do in their work. The same rule applies in the materials entering into the tire. Rubber, according to tire men, varies like apples.

To build a uniform tire that will give uniform service it is necessary to eliminate these variables and establish a positive basis from which to work. There is the task of training men to be uniform workmen. Fabric must meet a certain uniform standard of quality. The cotton fiber must be long staple. Scientific records are necessary.

Correct Oiling Up To Operator

The correct lubrication of any motor vehicle depends on three conditions, all of which are well within the control of the operator. According to engineering authorities, these are:

The use of lubricating oil of the highest quality. The use of correct grade of that oil to meet the engine operating conditions exactly. Proper precautions to maintain the quality of the lubricant while in service and to make adjustments to insure its delivery in the correct quantities to the friction surfaces.

Failure of the operator to give the necessary attention to any one of these conditions may result in impaired performance and increasing operating costs.

The choice of a correct oil for any particular engine is a matter for a competent engineer.

REDUCES ACCIDENTS

Motor vehicle accident injuries have been reduced in Massachusetts from 21,086 in 1920 to 11,487 in 1921, a decline of 45 percent. The total of accidents and fatalities will be still further lowered in 1922 if the rate for the first five months is maintained. The revocation of 4,899 licenses during 1921 has had a stimulating effect on careful driving.

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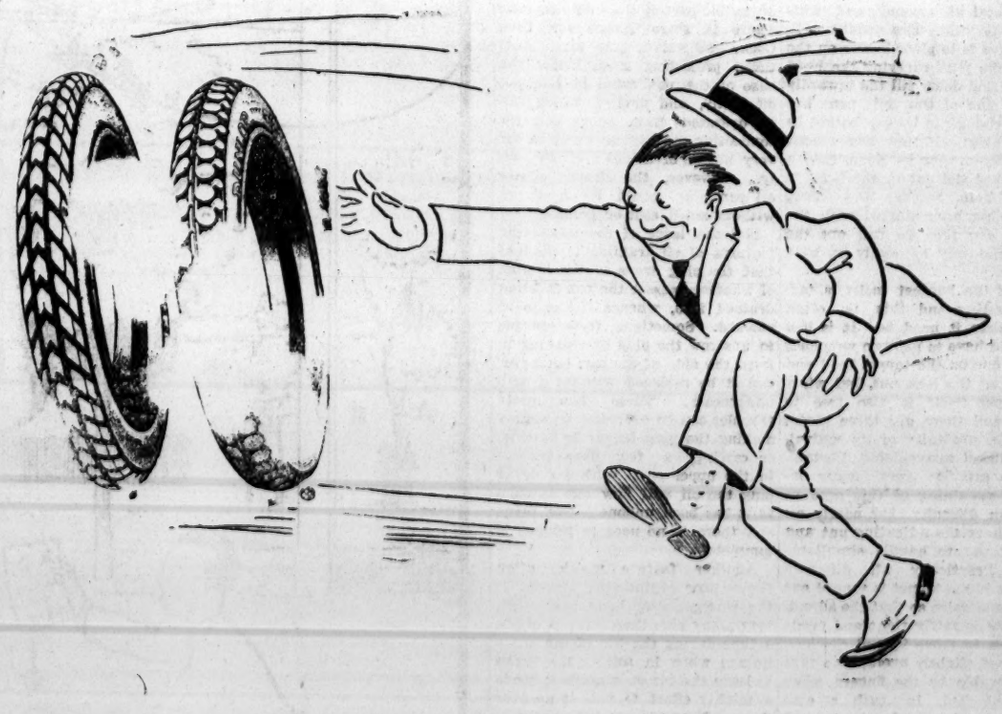

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Detail Improvements

Small Parts Often Inaccessibly Placed Make Removal Of Units Difficult—How Attention To Detail Makes For Better Cars

BY A. LUDLOW CLAYDEN
(In "Motor")

Automobiles of the present year are very far in advance of those of ten years ago, in performance, comfort and all the big ways, but there is still any quantity of detail which looked capable of being improved in 1912 and yet stays much the same year after year. Automobile engineers are busy men, they have their time more than filled by the big jobs and there is every excuse for forgetting some of the petty ones, especially when they have no influence to speak of on the performance or reliability of the car. However, now that service work is getting so much more attention, there is a chance that the old-time motorist who has observed little inconveniences is likely to notice changes for the better.

Actual cases of bad structural engineering are still to be found. I mean the type of thing illustrated in its simplest form by the two diameter shaft. When a shaft which has to resist either bending or twisting is of more than one diameter, the thinner portion is, of course, weaker than the thick. The point of greatest weakness is right at the junction between the two because, whatever the nature of the force acting on the shaft, the stressing of the metal changes suddenly as the section changes. Owing to steel being a crystaline structure, in common with all metals, if it is overstressed to the point of failure the fracture always prefers to start from a sharp edge. Thus in the case of the two diameter shaft if the corner is dead sharp the shaft is far more liable to fail than if the corner has a little curvature or radius. Sometimes this radius is a nuisance to the engineer who finds it interfers with the assembly of something on the shaft and in early days lots of designers took a chance. The lesson was soon learned, but for all that the same old error does still crop up sometimes though now generally as a result of careless machine shop work.

Nearly all present instances of poor design are associated in one way or another with accessibility. Perhaps one of the commonest errors is the placing of nuts or cap screw heads in positions where they cannot be turned easily. A particularly striking example is seen on many oil pan cap screws. It is an awkward enough job—even for the service mechanic, let alone the amateur—to get under a car to drop the pan, but if the bolt heads are so close to the side of the pan that a socket wrench cannot be used the job is made tenfold harder than it need be. In such a case not only is it impossible to use a socket wrench, but using an open end wrench it will be impossible to make more than a quarter turn at each application of wrench to nut, a tedious process.

To widen the flange is often not desirable. It means quite a lot more metal all around and adds weight and cost. The usually easy alternative is to place bosses on the side of the pan, carrying the head of the screw down till the inwardly curving side of the oil pan has receded enough to let the socket be slipped over. If for any reason this really cannot be done, then a screwdriver slot cut in the head is a great help, because the screw, once having been started with the wrench, can then be run out the rest of the way as easily as with a socket.

One of the hardest tasks is tappet adjusting and this is often harder than it need be. It is bad enough to have to use two wrenches at once, one on the tappet head and another on the lock nut, but when the tappet itself is also free to revolve and there are three pieces to handle, profanity or its equivalent is almost unavoidable. Certainly there are not very many instances remaining of this case of maximum difficulty, but nearly all tappets have the adjusting nut and the lock nut to handle simultaneously. Practically all difficulty vanishes if the tappet is tapped out a trifle undersize so that the adjusting screw is fairly tight and needs a wrench to move it, and the lock nut tapped slightly oversize so that it is movable by the fingers when once unlocked. In such a case there is never much danger of upsetting the adjustment when giving the final cinch to the lock nut.

Somewhat a similar case is that of unions in gasoline lines. Nearly all carbureters are tapped to receive a union. The latter is a standard "pipe fitting" of which one end screws into the carbureter and the other end carries the cone seat and union nut of the gasoline line. Often when trying to loosen the union nut, the thread in the carbureter turns first, then there is real danger of twisting the copper pipe and in any case a second wrench has got to be worked into a usually difficult place to hold the union itself while the gland nut is freed. To overcome any possibility of this trouble all that is necessary is to use an elbow instead of a straight union. The two threads being at right angles, the operation of one has no effect on the other.

Many, many thousands of cylinder head gaskets must have been destroyed in the struggle to loosen the joint when taking off the head for carbon scraping. Of course many engines now have their heads held on by cap screws instead of bolts, so that a sideways jolt can be given to break the joint, but it does seem surprising that the utterly simple method of enabling a straight lift to be made is not used more often. A few small projections on head and cylinder block between which the end of a screwdriver can be inserted can be added to most engines without any effect whatever on their cost. An exhaust or intake manifold flange usually projects from the side of the casting so that it can be faced off in the milling machine with a minimum amount of metal removal. To produce a "head break" all that is necessary is to arrange a little projection downward from the flange and put a corresponding lump on the cylinder block. The thickness of the gasket is usually a trifle under a sixteenth of an inch and so leaves a gap of just the right width for the point of the screwdriver.

On some cars where the manifolds are held in place with yokes instead of flanges it is an awkward job to reassemble because of the difficulty of holding the individual gaskets in place. Special gaskets have been made for this job, having little projecting lips, so that after applying the gasket to the manifold the lips can be bent back and so will hold the gasket somewhat precariously while the yoke clamps are being tightened. A very old device which overcomes the trouble more effectively is to slightly chamber out the cylinder port; no machining is necessary; just a cast chamber; and to drive in a ring made of sheet steel strip. This ring carries the gasket and a standard gasket can be employed.

We are urged by manufacturers and dealers and especially by service men to drain oil from the engine frequently, and they are right beyond any doubt. Constant oil change is a very real economy in these days of lowgrade fuels. But it would not need a large sheet of paper to write down the names of all the markers in the world who provide anything better than a plug in the very dirtiest and least accessible part of the whole chassis. There is some reason for this. Cocks and valves may leak. Anything projecting much below the base of the pan could be knocked off easily, and devices which can be operated from above call for connecting mechanism which in the very nature of things must be costly. However, the simple, secure oil pan plug could be improved without much cost or trouble.

Not the least of the unpleasing features of oil draining is the fact that the plug drops to the bottom of whatever vessel the pan is being drained into, whence it has to be rescued. Sometimes it is possible to unscrew the plug by reaching in from the side of the car, but never can it be replaced without a trip underneath. These two petty troubles can be overcome by simply making the plug longer by cutting, or casting, a few deep grooves in the upper end. With a grooved plug the oil will flow out as soon as it has been undone a few turns and there is no need to remove it completely.

Another feature which often shows poor engineering thought is the emergency or hand brake. On very many cars there always comes a time during the life of the brake linings when in setting the brake to leave the car on a grade it needs a mighty effort to pull it up over the notch of the ratchet necessary for safety. Ratchets with fine teeth cannot be used because they would quadrant could be made longer and set a little further from the center, which would have the same effect. At least one car has an ingenious and very simple method whereby thea ratchet is in duplicate, the rather large teeth being staggered so that in pulling on the brake it locks every alternate half tooth. This of course is a patented feature, but there are other ways of attaining a similar end.

Idling Motors Are Source Of Wear And Wast

Idling motors waste an enormous amount of gasoline every year and do a large amount of damage to motor cars. Motorists would do well to plug up this waste, either by stopping their motors or reducing them to a minimum speed when their cars are not in motion.

The cooling system fails to respond as it should when a motor idles. This is due to the slow speed of the fan and to the fact that the car is not in motion, thus lessening the volume and circulation of air passing through the radiator. The motor becomes excessively hot, which tends to break down the lubricating qualities of the oil on the cylinder walls.

The oil, when broken down, passes the pistons and rings, reaching the cylinder head direct. It is burned by the excessive heat, causing an extremely heavy coat of carbon on the cylinder head. This excessive heat also tends to warp the valves and cause the valve stems to stick in the guides.

Motorists should form the habit of shutting off the motor whenever the car is stopped for more than a minute. Idling of the motor at high speed for five minutes causes more wear and damage to the bearings and the reciprocating parts of the motor than 1,000 miles of ordinary driving.

Farmers in the United States have an investment of more than $2,000,000,000 in tractors, motor trucks and passenger automobiles.

A RUST PREVENTIVE

Metal parts beneath the hood and fenders are prevented from rusting by painting with black enamel. Clean the parts well with a wire brush and apply the enamel with a stiff varnish brush. Parts that may be enameled to advantage include steel fan blades, pulley arms, brackets and elbows, nuts that are not often disturbed, exposed pieces of shafting, pinion wheel centers, operating rods, collars, etc. Even a cylinder casting may be so treated, as a good enamel will stand heat without blistering.

Always stop if some unusual noise develops in the car. By doing so serious damage may be prevented.

How To Nab Air Scorchers New Traffic Cop Problem

Washington, July 31.—How're you going to catch a law-breaking airman a thousand feet up in the air when you haven't a plane, balloon, or even a stepladder to get him with? That's the question agitating the District of Columbia police today on the eve of the going into effect of Washington's newest and most stringent traffic regulation.

Hereafter police will be expected to see that no flighty human flier skims lower than the fixed safety limit; that none of them attempt any fancy flying; and—worst of all—that every flier over Washington roofs has a license.

It's the last section of the new rule that bothers the cops most, for there's not a sigle plane owned by the entire police force with which to stop the reckless in mid-air to gruffly demand a sight of their permits; and what's more, more, say police officers, no one on the force sees any possibility of there ever being one.

Nevertheless, there's the law, and the coppers are scratching their heads to find a way out.

The air traffic rule is the direct outcome of the act of a commercial flier who flew so low over the assemblage at the dedication of the Lincoln Memorial, last Decoration Day, that he drowned out President Harding's voice during his address. Public and official denunciation quickly aroused Congress to the promulgation of the regulation and stiff fines now await the unthinking flier.

While the order was issued a month ago, the penalties do not go into effect until midnight tonight. It is provided that no flier shal descend lower than three thousand feet within the D. C. boundaries, unless landing, taking off, or en route to another point; that all persons except United States Agents, such as army, navy, marine corps and mail fliers, must be duly licensed pilots; that no trick flying shall be attempted under any circumstances; and that aviators shall land only at designated fields.

Qualified pilots will be granted free licenses by the District Commissioners, and licenses issued by any lawfully created board of any state or by any branch of the federal government will be accepted in qualification. However, pilots passing over the District without descending into the safety zone will not be expected to have a license.

Police officials do not expect air traffic to become a very great problem for some time yet, so they will rely upon the integrity of pilots to keep within the law. If any of them try to pull the wool over police eyes by fleeing after they break the law, eagle eyes will mark their descent and they'll be nabbed anyway.

At least one such recalcitrant flier who made a nuisance of himself, as well as a possible danger, by flying low over a crowded ball park and throwing out advertising "fiers," has already fallen into police clutches, officers said. When he landed a copper was awaiting him with a warrant for breaking the law in regard to cluttering public places with paper.

Front Wheels Of Car Do Not Run Parallel

Many motorists completely wear out the front tires on their cars before they find that the wheels do not run parallel. In the ordinary car front wheels are toed in three-sixteenths to three-eighths of an inch to take care of their spread under power.

In the opinion of Miller tire men failure to properly align the wheels is responsible for the premature scrapping of tens of thousands of tires. Wheels of new cars require less toeing in than the wheels of cars already limbered up.

Lack Of Air Costly

The cost of under-inflation of tires in dollars and cents may well exceed $100 on an average car in a single motoring season. In the abstract under-inflation and other tire abuses mean little, but at $25 per tire loss they take on additional significance.

Motorists who abuse their tires strew the normal service built into the tire along the roadside. Potentially every standard tire has a certain definite amount of service built into it. This service can be realised only if the tire is run under normal conditions.

A 32x4½ cord tire requires a normal inflation of eighty pounds. In 12,000 miles carrying a thousandpound load this tire will have delivered 6,000 ton-miles of work or service. But the same tire carrying the same load but with an inflation varying from twenty to thirty pounds below the recommended pressure, will have failed at 7,500 miles and altogether have delivered only 3,750 ton-miles of service. This under-inflation, say Miller tire men, has cost the motorist 37 percent in lost service.

This means $24 loss per tire on 6,000 ton-miles of service. In the first instance, tire service per ton-mile costs the motorist $.007 per ton-mile. In the second instance, with 3,750 ton-miles, service costs more than half again as much, that is $.011

The big point to remember is to keep enough air in the tire. Where the pressure falls below normal the motorist actually pays for the abuse in real money. To obtain full service it is necessary to maintain the recommended inflation.

Car To Visit Every State In America On Tire Tes Trip

Colonel King Stanley and William Spohn, who started from Oakland a few weeks ago in a car equipped with Coast Cord tires for the purpose of making a 100,000-mile tire-testing trip, have to date traversed parts of California, Arizona, New Mexico and Utah, and report exceeling rough going in parts of the country, especially in Utah.

Writing to John J. Pankratz, vice-president and general manager of the Coast Tire and Rubber Company, Oakland, Colonel Stanley furnishes some very interesting information with regard to the scenic beauty of the trip and states that, despite rough roads, all four tires do not show even a scratch and still carry Oakland air.

A wire from Colonel Stanley, dated Winslow, Arizona, June 5, reads as follows:

"Coast Tire and Rubber Company, Oakland. Four days crushed quartz lava beds; 4,000 miles roughest going in the country; 2,100 miles out; Coast tires do not show single stone bruise, nor even a scratch."

Colonel Stanley proposes to visit practically every State in the Union before completing his trip and is engaged in charting roads to unusual beauty spots and points of scenic grandure in order that touring parties may have authentic information with regard to unusual trips and out-of-the-way places of interest.

William Spohn, who has hunted big game in every section of the country, will also furnish detailed reports covering game hunting in the various sections en route.

Future Airship All-Metal, Declares Goodyear Expert

"The airship of the future will be of all-metal construction which will be of fundamental assistance in the development of dirigibles for world-wide commercial use in aerial transportation," according to Herman T. Kraft, Chief Aeronautical Engineer of the Goodyear Tire and Rubber Company.

Two factors must be considered above all other in the construction of airships of any kind, namely safety and durability. There must be absolute protection against structural failures as well as against fires. As long as airships are constructed of inflammable materials, there will always be some danger of fire, especially with the use of hydrogen gas.

Uniform distribution of strength, which is the major basis of safety, is exceedingly difficult to obtain even in a rigid airship because of the very complicated calculations necessary to be sure of safety, since we have to figure unknown factors and allow for them in every airship we build. It will be possible with an all-metal ship to make those calculations much more exact than has hitherto been possible, due to the reduction of the number of small riveted parts which have formerly been multitudinous.

The entire surface of the ship will be of metal, thereby assuring greater durability and reduction of fire hazard. Tests have been made which indicate that even hydrogen ignited on the surface of an all-metal container will burn freely without heating up the metal, so that there would be no danger of the envelope being consumed by the flame.

Unquestionably the building of such a ship would be a mammoth undertaking, but with the present engineering knowledge available its construction would be entirely practicable. Indeed it has been attempted before, so far back as two decades ago, and flights were actually made with an all-metal ship with conical ends and cylindrical body, but the ship was not a success, chiefly because engineering knowledge had not progressed sufficiently in aeronautics, and proper construction material were not available.

Aluminum sheeting would doubtless be the metal employed with strips of very flexible non-inflammable material or wire lacing interpose at various points to take care of the flexing of the envelope while in flight.

Approximately 1,000,000 cubic feet capacity, with a theoretical length of 350 feet and a maximum diameter of about 75 feet would be the proper size of ship to make to prove its practicability.

In any consideration of all-metal ships, the question of gas-tight seams has generaly been a bugbear, but it has now been conclusively proven that the seams in such a ship can be made gas-tight, especially in a container carrying low pressures.

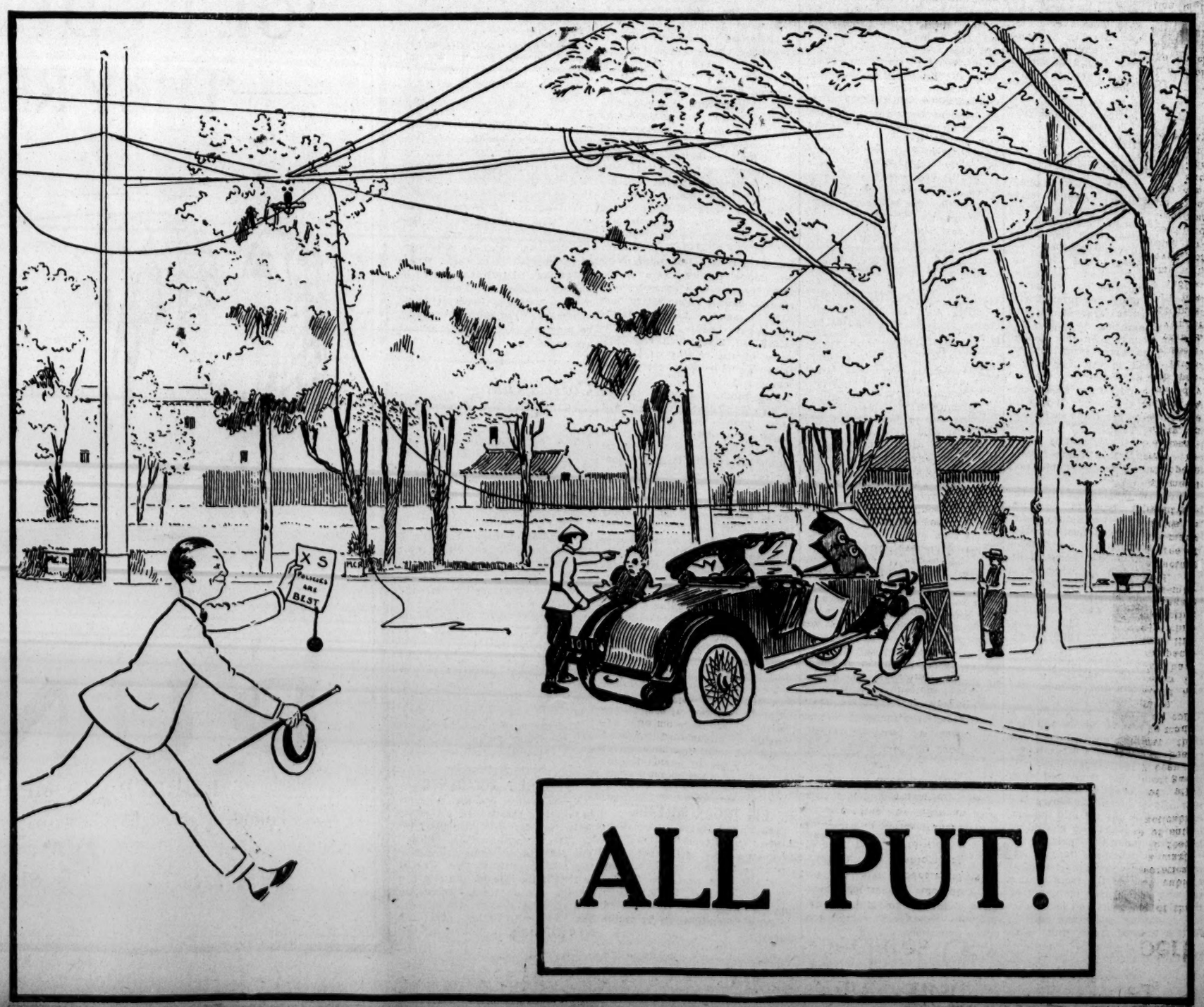
The actual building would be somewhat of a problem even in the modern workshops and hangars of the Goodyear company, but by using airbags to keep lifting the ship progressively while under construction, and erecting superstructures in the hangars the riveting, lacing and assembling could easily be handled.

The rigidity of the structure which would have some degree of flexibility, would eliminate many of the structural difficulties in rigid airships of the present design.

The first practical all-metal ship will be the key which opens the gates, hitherto barred because of lack of positive assurance of safety and durability, to a real commercial use of the dirigible in air transportation. A striking characteristic of our day is the rapidity with which people accept the marvellous inventions which but yesterday seemed to be the delusions of cranks. We have long ceased to wonder at radio and accept without question every news story of its possibilities. There is every indication that it will be the same with aeronautics, with the advent of the first practical all-metal airship, which can be assembled with greater speed and less cost than ships of the Zeppelin type. Undoubtedly a ship of the construction features pointed out, would practically abolish the dangers from fire and structural breaks, and have all the safety of a modern ocean liner.

PLACE FOR FEET

Operators who make it a habit of resting the feet on the clutch and brake pedals will wear out the clutch collar, making it noisy and sometimes cause the brakes to drag. The best position is to have both feet near the pedals ready for instant use.



CUSTOM BODY BUILDING

For Pleasure and Commercial Uses
General Repairing
Tires

GUARANTEED USED CARS

UNIVERSAL MOTOR CAR AND BODY WORKS
7-8-9-10-11-12 Kung Hsing Road

China Press Sports

SHANGHAI, SUN DAY, SEPTEMBER 10, 1922

DEVIL DOGS DEFEAT S'HAI IN 4TH GAME

Visitors Take Next To Last Contest By 5 To 1

BIG FINAL TODAY

Deciding Contest To Be Staged This Afternoon

BY WESTA

Those Pekinese Devil Dogs that have been prowling about the Race Track recreation grounds every afternoon since they landed here a week ago came upon a large, juicy bone yesterday that Hoppy's gang had buried the day before, and immediately proceeded to give an exhibition of table manners that was nothing short of atrocious.

In extenuation of their terrible conduct it might be explained that until yesterday they had enjoyed but one good feed since their arrival in Shanghai, and naturally their ribs were showing through their hides, due to their ravenous hunger. Still, even that was no reason why they should have forgotten their dining room etiquette entirely.

The score was 5 to 1.

That leaves the series tied in a knot, each outfit having captured two games. The fifth and deciding struggle for the baseball championship of all the territory between San Francisco on the East and the Azore Islands on the West, which is a considerable section of the map, will be staged this afternoon. It ought to be something of a battle.

Hoppy and Co. went out there yesterday convinced that the bone they had hidden the day before would be perfectly safe from discovery, but just by way of making sure they proceeded to pile a little more dirt, in the shape of a run, on the hiding place. For this one run we return thanks, on behalf of the community, to the esteemable Mr. Knauff, shortstopper for the Devil Dogs, who allowed a drive from Walter Holliday's bat to trickle through him, and to Mr. Harry Kingman, the well known newly wed, who punched out a useful poke to center field, scoring Walter.

That was all we got.

The Devil Dogs began their raid on Hoppy's bone cupboard in the second, in which frame Olsen singled and advanced to third when Wall, Scott and Kingman staged a little Alphonse and Gaston act on Thomas' sacrifice bunt. Noticing how our boys behaved in the face of a bunt Mr. Knauff dumped another one down the third base line which Scotty retrieved too late to head off the flying Olsen, although he might have got him if the toss to Wall had been a little better.

In the fifth Ross was safe when Hoag, playing right field for us, temporarily forgot the well known principle developed by the late Sir Isaac Newton under the workings of which an object such as a baseball, when propelled into the air by an alien bat, will eventually be drawn back by the force of gravity toward the center of the earth. Mr. Hoag forgot this, evidently, because he stood out there flat flooted as though he expected the baseball to remain suspended in the air, making little or no effort to get under it until it was an hour, more or less, too late. Except for that little lapse, and a later muff of a easy fly that let in two runs, the young man from Tientsin had a perfect afternoon.

Following the hit by Ross into Hoag's territory Zenman drove one at Scotty, who heaved to Bills, Freddy relaying to Kingman for a fast double play. By that time, however, the Pekinese were hot on the scent and would not be denied. Gorman cracked one at Thatch which had so much zip on it that it knocked the second sacker into a somersault. Donovan then walked, and Kelly smacked one to left, scoring Gorman. That was one more than we had, and as events proved it was enough to win the game.

The box score:

Marines	AB	R	H	PO	A	E
Gorman cf	5	1	1	0	0	0
Donovan 2b	4	0	0	1	4	0
Kelly rf	5	0	1	2	0	0
Olson c	4	2	2	3	1	0
Thomas 1b	3	0	1	14	2	0
Knauf ss	4	0	0	4	2	1
Hildebrand 3b	2	1	0	2	2	1
Ross lf	3	1	1	1	1	0
Zenman p	4	0	1	0	8	0
Totals	34	5	7	27	20	2

Shanghai	AB	R	H	PO	A	E
Bills ss	4	0	2	2	3	1
Holliday 3b	4	1	0	1	4	0
Scott p	3	0	0	0	5	0
Kingman 1b	4	0	1	14	1	0

(Continued on Page 2)

Aaron Glemby Is Back After Touring Europe With World's Champion

THE above snapshot of Jack Dempsey, Champion of the World, and Aaron Glemby of Shanghai, was taken at Brussels. Mr. Dempsey is the one at the left.

Prospects of improved trade conditions between China and Europe, the belief that 'things are improving' in the U.S.A., the conviction that Jack Dempsey is a great man, a couple of moving picture cameras and a brand new ukulele are among the things, tangible and otherwise, that have been brought back to Shanghai by Mr. Aaron Saul Glemby who returns from a jaunt overseas. And it may be added, too, that Mr. Glemby brought back that George Cohanesque quality of his—action and speech syncopated, so to speak—and the characteristic bland and engaging grin that never yet has been erased.

Yes, Mr. Glemby has returned, having survived in the seven months he has been missed from Shanghai a whole catalogue of varied and colorful experiences into which entered sirens of the screen at the moving picture city of Hollywood, truculent American railway strikers, a world's nstic champion, avaricious Paris hotel keepers, sights and scenes at Berlin and Brussels, an aura of London fog and latterly storm and shipwreck. And as the hero of all this journeying himself remarked, it was a great trip.

Mr. Glemby is the General Manager of the Saul Trading Company whose products are worn on the heads of a fair proportion of feminine kind all over the world. These are hair nets and in the seven years Mr. Glemby and his brother, Mr. Louis Glemby, have been supplying this adjust fashion from Shanghai they have become widely known through all China.

NOW A MOVIE MAN

The trip that Mr. Glemby has just concluded began last February and as an outcome of a visit he made to Los Angeles after he had landed at San Francisco he has become actively interested in the moving picture industry. While in California Mr. Glemby was appointed representative of the International News Reel Company, to which he supplied a large number of pictures that he took while traveling.

After his stay in southern California he visited New Orleans, Chicago and he went then to the city that after all of his wanderings Mr. Glemby characterises as "his home town"—on the eastern rim of America. He sailed from New York on the Aquatania and who do you think was aboard? Well, take a look at the picture accompanying this.

Mr. Glemby's morning experiences in the Aquatania's gymnasium with the world's greatest fighter through the voyage across the Atlantic were one of the big things of the whole seven months of travel. For the honor of Shanghai let it be said that though Jack Dempsey out of training weighs around 200 pounds and anybody knows that if the Shanghai traveler put on knickers he'd get in without trouble at any of the Settlement primary schools that open tomorrow morning—still and all, in every oral encounter between the Shanghai man and Dempsey, the champion went down for the count.

OVATIONS FOR DEMPSEY

Dempsey's sparring partner, Joe Benjamin, was along on the trip and Mr. Glemby remained with them through a stay of a week or two in Paris and helped fight off the clamoring welcoming crowds that turned out to greet Dempsey at the German capital. Everywhere in fact, Mr. Glemby says, ovations were given to the American fighter and at restaurants they visited in Paris and Berlin the champion was kept busy writing autographs on menu cards that all present thrust upon him.

After the visit to Berlin Mr. Glemby went on to Brussels, saying farewell there to Dempsey. The accompanying picture was snapped in the railway station at Brussels. Mr. Glemby says that Dempsey was greatly pleased by the warm-hearted reception he received in London.

Mr. Glemby bases his expectation of improved trade conditions with Europe on the temper and activities of people in Europe as he observed them.

SAYS EUROPE IS BUSY

"The people in Europe," Mr. Glemby said, "all are busy, all of them are hard at work, and all are doing something. And they seem to be entirely satisfied with things as they are. Their currencies are depreciated, but they are having no trouble to make ends meet." And this is true, too, of Americans working in Europe, he added and as an example he said that representatives of big American commerical enterprises are living in comfort and getting along well in Berlin on salaries that run considerably below Gold $100 a month.

Diving Champion Injured, Never To Swim Again

Victoria, B. C.—Billy Muir, British Columbia's high diving champion, and for years a prominent figure in Northwest aquatic circles, will never swim again. He will be fortunate if he lives, according to surgeons, who made an X-ray examination of the athlete's back.

The examination confirmed the original diagnosis that he had severed his spinal cord when he dived from the 110-foot tower at the Pacific Northwest aquatic meet here. Physicians say he will always be paralysed.

Target Draw For American Co. Cup For Tomorrow

The drawing for targets and order of shooting of competitors for the American Company Cup will be held at S. V. C. headquarters tomorrow at noon. This competition is open to all units of the S. V. C., headquarters and Reserves, French police and French volunteers, Shanghai Rifle Association and Swiss Rifle Club. If any members of any of those organisations wish to enter they are requested to communicate with Capt. V. Olsen, 30 Fearon Road. N-283.

SHANGHAI SWIMMERS WIN 42---37 OVER H KONG

Water Polo, Last Event Of Three Day Gala, Decides Meet

KOBE SCORELESS

Three Records Fall On Last Night Of Meeting

The Shanghai water polo team pulled the local swimmers through the interport meet last night against Hongkong and Kobe. Hongkong and Shanghai were tied at 37 points all when the match was begun. Shanghai's win by 7 goals to 2 gave the advantage on the three day meet that won the 1922 gala. Shanghai finished with 42 points, Hongkong gathered 37, and Kobe, after a brave effort, ended the meet with nothing.

There records fell at last night's events: the Shanghai and the Interport mark for the 100 yards back stroke, and the fresh water record for the 440 yard free style race. E. A. Noronha of Hongkong swam the 100 yard back stroke in 1:24 4-5, beating the Shanghai record by seven and four fifths seconds, and the interport mark, set by Witchel of Hongkong in 1921 by three seconds and one fifth. Johnstone's time in the quarter mile was 18 2-5 seconds better that the local record set by C. N. Brown this fall.

Hongkong made a strong bid for the honors in the big three-day 3-interport gala just closed. Their swimmers counted high in the real speed swimming events, though polo, plunging, diving and the team race all won by Shanghai served to overcome their points. Kobe, with a small team of entrants, and some of them handicapped through injuries and illness failed to score a single point in the three days of the swimming.

Kobe scratched in the 100 yards Back Stroke event. Noronha took a short lead early in the going and increased it to a sizeable win before the three lengths had been swum. Jensen was an easy second, and Busschaert was as easy in third. MacCabe was too slow to figure, and Berthet, the fifth starter was quite out of the race. Shanghai had all of the advantage in the diving. Every entrant on the local team appeared to outclass the visitors. J. B. Brown, A. P. Goldman, Brodie, C. N. Brown and L. Goldman all showed style and grace in their springboard and high diving and in their fancy attempts ranked above any of the other competitors. James of Kobe showed well, and Hall of Hongkong, last year's high dive champion and Laing of Hongkong, 1921's best at the running header, drew much applause.

Hongkong had the first two places in the quarter mile from the start-off. Johnstone and Lyon held the lead throughout. C. N. Brown swam along close up but couldn't compete with the fine long stroke of the Southerners. Brodie was a far-off fourth. James of Kobe was quite in distress on the fourth turn.

In the Water Polo Shanghai rushed the play with a fine combination and a careful covering of the opposition. Wallin scored two and J. B. Brown two more in the first half, while Hongkong was blanked. In the second half Brown added another and Wallin and Encarnacao each came through for a count, while Busschaert and Johnstone each counted one for their side.

The summary follows:

Obstacle Race—2 lengths, L. Gorman won; J. B. Brown 2nd. Time—1 min. 13 sec.

100-Yards Back Stroke (Interport Championship): E. A. Noronha, Hongkong, won. Time 1:24 4 min. 5 sec. C. V. Jensen, Shanghai, second, Time 1:30 E. Busschaert, Hongkong, third. Time 1:31.

Blindfold Race—1 length: L. Gorman, first; J. B. Brown, second.

Interport Diving Championship: J. B. Brown, Shanghai, won A. P. Gorman, Shanghai, second E. A. Brodie, Shanghai, third.

Life Saving Race: R. A. Berthet and J. Krygsman won. L. Gorman and J. Huxley, second. Time 1:07 4-5.

440-Yards Free Style (Interport Championship): J. R. Johnstone Hongkong, won; D. Lyon, Hongkong

(Continued on Page 2)

Peking Marines Baseball Team

(Photo by Camera Craft Co., Peking)

First row sitting, left to right Hiltibrand, Bailey, Mascot, Gorman, Ross.

Second row sitting, left to right-Walker, Knaup, Captain McLott, Crowder, Sgt. Schroeder.

Third row, left to right-McClaire, Donovan, Kelly, Zenman, Thomas, Olser.

SPORT AND STAGE

BY DOMINO

LAWN BOWLERS

(We have with us bowlers from Hongkong and Hankow, all doing their best to get nearer to the jack than the Shanghailanders.)

THE VISITORS

They come from the town where the tea men use to thrive;
They come from the land where no matter how you strive
Your figure grows and grows, till you are broad as long;—
They come from North—Hankow, they come from South—Hongkong.

* * *

They come to the place where the broker runs about;
Where business is *phut* (Of that there's not a doubt);
Where typhoons come weekly and none of us know why;
Where each one owns an auto ('cept me)—and that's Shanghai.

* * *

THE PLAYERS

See how a Lapsey takes his wood in hand;
See how with cunning he spies the lie of land;
See how he stoops—and does not break his back—
Throws, and his ball is verra near the jack.

* * *

Then notice Gerrard down on bended knee;
(Graceful his style, the ladies all agree);
Make a big effort and it cannot miss,
Each sees the wood is sure the jack to kiss.

* * *

Geordie McMurdo makes a clever dip,
Hits out R. Wallace—that's the Hongkong skip—
Smiles as he rises—he's a laddie brow—
Gives Vangtszepoo a verra useful four.

* * *

Now watch the champion Dunlop on the bend,
See how the ball its cunning way doth wend,
Coming in nárra, getting in the way,
Hiding the jack from those who want to play.

* * *

List to the language o'er the breeze,
Most of it Scotch—the language, if you please—
Note the excitement when a point they gain,
List to the murmur "All the same again."

* * *

Burnside and Malcolm, Dunlop, Harry Veitch,
Fergusson, Wallace, Lapsey, Gerrard each
Plays in his place in quite the first class way,
Also J. Rowland, Owen, Crooks and Gray.

* * *

THE GAME

The game of lawn bowls dates back into those distant days beyond recall. With the exception of archery it is reckoned to be the oldest of the outdoor sports. Some enthusiasts would have it that William Fitzstephen in his biography of Thomas Beckett refers to it when he speaks of the throwing of, or casting, of rounded stones. (In jactu lapidum). If this be true then the bended legs with beautifully curved shapes were first seen on the greens in the latter part of the 12th century.

There are two pictures in existence however that can definitely be dated. The first, in the 13th century, shows three men playing the game of bowls, but instead of the little ball, called the jack, there is depicted a small cone. In the second picture, which dates from the same century, there is a game in progress.

The No. 1 has played, and has placed his ball just in front of the jack. No. 2 has just delivered, and is following up his ball with those eccentric contortions still not unusual in the modern game. No. 3 is just about to throw. You will note that No. 1 at the far end is making a repressive gesture to the rolling ball as much as to say "Come in on the right" or "Come on baby, yer narra." History repeats itpeats itself, doesn't it?

Quite a number of our kings looked upon the game as a pothouse recreation, and forbade it because they thought it interfered with the practice of archery. In 1541 the game was forbidden except at Christmas time, when servants were allowed to have a game, provided their masters were present. Curiously enough this act was not annulled until 1845. It is interesting to note that despite the act Buff King Hal had quite a nice little rink in his own private gardens, and generally backed himself to win. We will all agree that he had the orthodox figure for the game. We can be almost certain that both Wolsey and Sir Thomas More generally allowed the King to get away with it, so that he would not be making jacks of their heads.

One is sorrow fo note that husbands stayed out late in the old days, and not only bet upon the game but "did drink so that their wives and children cry out for bread and go supperless to bed often in the year."

The bias dates back to the 16th century when "a little altering on one side" says Robert Record, the famous mathematician who wrote "the Castle of Knowledge," "maketh the bowl to run blasse wales." Mr. William Shakespeare makes one of the queen's ladies in "Richard II" to say:

"'Twere good you play at bowls."

The Queen answers:

"'Twill make me think the world is full of rubs
And that my fortune runs against the bias."

So you see that ladies, even in those far off days, knew how to put on side, and, like Jill, approach her Jack.

We still have a Francis, who bears a striking resemblance to the famous Francis Drake, who if not Marshal of the Realm could have beaten Drake as soundly as the admiral beat the Armada—and more power to him.

We are surprised to hear of prominent members of the Church

(Continued on Page 2)

OLLERDESSEN SCORES 100 FOR RECS v. M.G. CO.

The cricket match of the day yesterday was undoubtedly that between the Recs and the Machine Gunners, these two teams having been in close running for the championship.

H. B. Ollerdessen won the toss and opened for the Recs with C. E. Spencer. He gave another splendid display adding a third century to his credit this season, scoring 100 runs before being caught in the field by Baker. Clifford ably backed up his skipper and scored 62 not out.

It's always worth turning out to watch the Recs bat this year. After scoring 220 for 3 wickets Ollerdessen declared, feeling sure the Gunners would not get the necessary runs after their strenuous work in the field. Their bowling was good and steady throughout.

The Gunners went in but fared badly to begin with, Hayward, Day and White for 15 runs.

Leach was the mainstay of his side; after bowling 20 overs in the sun he went in 3rd wicket down and remained unbeaten with 43 runs to his credit, a splendid effort.

Stumps were eventually drawn when 7 wickets had been lost for 100 runs.

The figures:

RECS

H. B. Ollerdessen, c. Baker, b. Rawsthorne	100
C. E. Spencer, c. Barnes, b. Rawsthorne	8
A. J. Willis, b. Foster	28
W. C. G. Clifford, not out	62
C. H. Bhoora, not out	13
A. J. Clark, M. J. Divecha, T. G. Main, W. J. Manley, H. J. Cooper and T. W. R. Wilson, (did not bat)	—
Extras	4
Total	220

Bowling Analysis

	O	M	R	W
Rawsthorne	22	2	76	2
Leach	20	1	74	0
Foster	11	0	46	1
Day	1	0	8	0
Parkin	1	0	12	0

MACHINE GUN CO.

A. W. Hayward, b. Wilson	11
E. W. Day, b. Manley	2
A. V. White, l.b.w. Wilson	1
D. W. Leach, not out	43
J. A. Foster, c. H. Manley	1
E. C. Baker, c. and b. Manley	7
R. D. Parkin, c. Willis, b. Clifford	12
L. Goldman, not out	7
E. J. Cooke, did not bat	—
T. L. Rawsthorne, did not bat	—
E. G. Barnes, st. Cooper, b. Clifford	0
Extras	16
Total	100

Bowling Analysis

	O	M	R	W
Wilson	14	2	29	2
Manley	11	4	21	3
Clifford	6	0	20	2
	O	M	R	W
Main	3	0	4	0

ST. LEGER BETTING

(Reuter's Service)

London, Sept. 8.—The betting on the St. Leger is as follow:—

6 to 1 Villars and Preston Grange
13 to 2 Ramus and Fred Power
10 to 1 Diligence
100 to 8 Bucks Hussar
100 to 7 Corcyrian.—Reuter.

S'HAI BOWLS TEAM BEATS H'KONG 24-8

Takes Six Ends For Score Of 14-2 At 12th End

VEITCH WAS BEST MAN

Local Bowlers Meet Hankow Today In The Recs Greens

BY "THE SHOT"

To the delight of their supporters the Shanghai team made no mistake about purloining the Hongkong play yesterday.

The match took place at Hongkew Park on a green specially prepared by Mr. Macgregor, assisted by his henchman Mr. Crooks, and the players were at one in voicing the opinion that it was the best green in Shanghai. A large crowd by spectators lined the rink to witness the match and a goodly number of the fair sex were in evidence. Opening with a single Hongkong looked like coming into their own but the next four ends proved fruitless, Shanghai jumping into the lead by good team play, 6-1. After a single to the visitors Shanghai took six ends in succession and at the 12th led 14-2. About this period Bob Wallace and his men were wading through a heap of bad joss and although playing quite as good as their opponents, a wee bit joss was always in evidence to turn the ends against them. At the 13th end they notched a welcome four but Shanghai were not to be denied and they again took the next four ends.

Except for two singles the Crown Colony contingent were unable to increase their score and Shanghai ran out winners by 24-8.

I must say, right now, that the score is by no means a reflex of the game as on several occasions Hongkong lay three or four shots and Burnside with his last wood was able to rob them. On one occasion he was extremely lucky with a trick which jumped over to the jack and robbed his opponents of five, at the same time scoring two for Shanghai.

Taking the Shanghai players first J. Burnside was very safe at the helm, and was usually not far short of his objective at each roll. Malcolm as third played his usually steady game, especially up to the 14th end. Harry Veitch was easily the best player on the green and the "Old Master," steady throughout at times, rose to brilliance.

Geordie Dunlop in the lead, although beaten in his dual with Gerrard, never gave his skip cause for anxiety, as he was usually in the vicinity of the jack.

Bob Wallace on the opposing side was up against big odds throughout the game and some of his shots were blessed with vile luck. Several splendidly judged draws just nudged the jack or an opposing wood making a count against him. There was nothing to choose between Bob and his opposing skip.

James Fergusson was miles below his form and suffered in comparison with Sandy Malcolm.

Bob Lapsley came into his own and gave a glimpse of his 1920 form. Bowling against the old master he brought off some magnificent shots and ran Harry a very close second for the honors of the day. In the lead "Cap" Gerrard was perfect up to the last 4 ends. I have already stated that he beat Dunlop and any one who is capable of this is "some stuff"—and William did it.

Teams and scores:

HONGKONG

R. Wallace (skip), J. Fergusson, R. Lapsley and W. G. Gerrard 8

SHANGHAI

J. Burnside (skip), A. Malcolm, H. Veitch and G. Dunlop 24

HONGKONG Points	Total	SHANGHAI Points	Total
1...1	1	1..—	—
2..—	1	2...1	1
3..—	1	3...2	3
4..—	1	4...2	5
5..—	1	5...1	6
6...1	2	6..—	6
7..—	2	7...2	8
8..—	2	8...1	9
9..—	2	9...2	11
10..—	2	10...1	12
11..—	2	11...1	13
12..—	2	12...1	14
13...4	6	13...—	14
14...—	6	14...2	16
15...—	6	15...2	18
16..—	6	16...2	20
17..—	6	17...1	21
18...1	7	18..—	21
19...1	8	19..—	21
20..—	8	20...3	24
21..—	8	21...1	24
Ends...5		Ends..16	

Shanghai meet Hankow today in the last Interport match, at

the Rees green. The visitors won their first game against the S. L. B. C. yesterday morning. A re-arrangement of their team did wonders and they have decided to play the same men today. They are:

HANKOW

E. Owen (skip), F. Bull, E. Clough and H. Gray.

SHANGHAI

G. McMurdo (skip), J. McDouglass, G. B. Stormes and F. Ferrier.

Start at 2:30 p.m.

Sport And Stage

(Continued from Page 1)

playing the game on a Sunday. It is on record that when John Knox visited Calvin at Geneva he found that worthy playing at bowls. It is also sadly recorded that John Aylmer, Bishop of London "did so use language as justly exposed his character to reproach." I can only think that he was speaking Scotch, and that the onlookers put the worst interpretation upon it.

King Charles, who lost his head, was an enthusiast at the game. He was allowed to play while in captivity. Up till quite recently there was a sign board over an inn at Goring Heath in Oxfordshire, which showed Charles at play, and on the picture were the words: "Drank from the bowl and bowled for what I drank."

* * *

TIM FRAWLEY

Playgoers will welcome the news that T. Daniel Frawley has left the States—September 2.—and is now on his way to the Far East with a powerful company of players, and a bag full of new plays. He will have Miss Adele Blood, the actress who made such a hit in "Everywoman," as his leading woman. Just before leaving San Francisco Mr. Frawley said:

"We played 'Lightnin' in the Orient three years ago, and it has not yet been seen here. We are taking over all of the John Golden things, 'Dear Me' (which has not been seen here although it was originally produced in Oakland), 'The First Year,' 'Six Cylinder Love,' 'The Cat and the Canary,' 'The Dover Road,' 'Good Morning, Dearie,' 'Anna Christie,' a wonderful play; 'Kempy,' 'The Bat,' 'Lawful Larceny' and several others, fifteen plays and musical pieces in all.

"We will go through Japan, China, Burma, the Straits Settlements, India, Ceylon, the Philippines and Hawaii.

"It makes the people over there feel very cocky to get these new things before most of the American cities or London see them."

"Will you touch Australia?" he was asked.

"No, Australia is pretty well tied up with two big trusts there, and so is South Africa. We will take in all the countries between those two continents. We begin at Honolulu and end at Bombay, and we expect to be gone thirteen months.

"Berlin gave us some of his numbers from the Music Box revue; Harry Carroll has given us three numbers and Gus Edwards two."

WILL MAKE FILMS

The party have an expert camera man with them, and while in the far away lands will do some motion picture making.

Frawley spent six months in the Metro studios recently, learning the mechanics of picture making and becoming familiar with the technique of direction of pictures.

"I went into the other studios, too," he explained, "and saw how different directors and technicians worked."

* * *

JACK RAYNES

Jack Raynes, writing from The Lambs, New York, tells me that he is still in the land of the living, but the living is not nearly as cheery there as it was years ago. He has been doing the round of the theaters and is very enthusiastic about one play "The Cat and the Canary." You will note that it is one of the pieces that Frawley has in his bag. Jack hopes to be back early in October, and in time to help the Shriners and the A.D.C. Both organisations will welcome the generous entertainer and producer.

* * *

A BENEFIT AT THE OLYMPIC

Make a note of the dates September 21 and 22. On those two nights Mr. Richard Bell, a well known showman, who has brought a number of good things to Shanghai, and who is now the manager of the Olympic, has arranged a vaudeville program which includes most of the best local talent—professional and amateur. Among those who will appear is Miss Diane de Brett, formerly with Chu Chin Chow at His Majesty's London, and who is now settled in our midst as a teacher of singing and elocution. The inimitable Silas Brothers. The Louisiana Trio; the Summer Follies; including Irene Gray, Carolyn Mason and Elvira Petty. The Four Lantzoffs, and other turns, now being arranged, should make an entertainment that will call for a capacity house.

All the proceeds will be given to the Swatow Relief Fund.

Baseball Notes

BY WESTA

"Scotty gets my goat—and then some," said a pretty girl in the grandstand, referring to the long waits between pitches. Evidently he also got the ump's goat, for that worthy called a ball on him when he went into one of his customary silences.

In the eighth Scotty threw to Thatch in an effort to catch Donovan off second, and the second sacker turned his second somersault of the day when he caught the ball. At that it looked from the stands that he touched the sorrel top off base, but the ump couldn't see it.

The base ump had rather a rough time of it, some of his decisions calling forth howls of pain from the grandstand.

Hoppy grabbed three nice ones in the outfield, one of which seemed ticketed for the rhubarbs. Hoppy always grabs them over his head, thus giving some of the customers heart failure for fear he won't get back far enough. However, not many of them get away from the Skip.

At least five hundred people have asked me why a certain party is playing on the team, while other certain parties are compelled to warm the bench. Why ask me? I don't own the park.

Reverting back to Friday, Freddy Hills made a grab of a terrific liner over second base that was the equal of anything I ever saw in the big leagues. Freddy leaped to his left, stuck out his gloved mit, and before the customers could stop blinking the ball was well on its way to Kingman. "Why don't you give Wynn some support, Freddy?" Happy Adams bawled out, with reverse sarcasm. Some grab, Frederick, oi' timer.

Olsen, the Devil Dog back stopper, is a neat workman. He handled Zenman's speed and shoots in fine style, and take it from us that side wheeler is a jazz merchant and then some.

Gorman, Donovan, Kelly and McClaire! It is something of a feather in the caps of our gang to hold down any team with that array of Turks in its line up. And Donovan is red headed, too.

The Shanghai boys ought to have an infield captain, or at least an official infield barker to call the catch on infield flies and on fouls. Two got away yesterday via the Alphonse and Gaston route.

Walter Holliday played another nice game at the hot corner, stopping some jumpy ones that were headed for home run alley, and making some perfect throws to the Newly Wed.

Donovan hit one at Thatch in the sixth that turned the second sacker completely over, also upside down and inside out. When he finally came up with the ball it was too late to get the red head. It was a nifty stop, anyway.

Same teams again today, and all friendship has ceased. This game will be for the championship of the Eastern hemisphere and way stations.

The Devil Dog rooter with the megaphone found his voice again yesterday. He was in what you might call extra fine trim, seeing there were no calls on his vocal organs the day before. Here's hoping he gets knocked loose from his remaining supply of noise this afternoon.

Malony or Wynn today (This is a prediction—not a suggestion). Whoever it is, here's hoping.

The plate umpire used excellent judgment on balls and strikes yesterday, despite the yelps of some of the customers in the offing. Both hurlers yesterday used a big assortment of wide, sweeping curves, and in many instances they broke sharply over the corner for strikes, although, from where they were caught they looked like balls. It always is unfair to the ump to try to judge balls and strikes from the side lines, and even those who are directly back of the plate should bear in mind that the best of umps is apt to differ with the sharps on corner cutters. And besides, he is closer to them than we are.

The Devil Dogs, in baseball uniforms, "civies," khaki, or "O. D." are the well known salt of the well known earth, and next to winning ourselves we would rather see them win. But win or lose it has been a great pleasure to the fans of Shanghai to have them here.

Devil Dogs Defeat S'hai In 4th Game

(Continued from Page 1)

Hopkins cf	4	0	1	4	0	0
Wall c	4	0	0	3	1	0
Hoag rf	3	0	1	0	0	1
Thatch 2b	2	0	0	2	2	1
Smith C. J. lf	3	0	0	1	0	0
Totals	31	1	5	27	16	3

By innings—

Marines,
Hits, 0 2 0 0 3 0 1 1 0—7
Runs, 0 1 0 0 1 0 1 2 0—5

Shanghai,
Hits, 1 0 1 1 2 0 0 0 0—5
Runs, 1 0 0 0 0 0 0 0 0—1

Summary: Bases on balls—Scott 4, Zenman 1. Struckout by Scott 3, Zenman 3. Earned runs—Shanghai 0, Marines 2. Passed balls—Wall 3. Double plays—Hildebrand to Thomas to Hildebrand, Scott to Bills to Kingman. Sacrifice hits—Thatch, Donovan, Thomas, Hildebrand. Stolen base—Gorman, Thomas, Hildebrand. Time of game 1.30. Umpires—Brown and O'Brien.

CLUB "A" ELEVEN DEFEAT "B" SIDE 257 RUNS TO 166

A match took place yesterday afternoon on the Recs' ground between Cricket Club 'A' and 'B' Teams, resulting in a win for 'A,' who scored 257 for 7 wickets against their opponents' score of 166.

The game was remarkable for the quick scoring of 'A' who scored 200 runs in 55 minutes and only took 90 minutes to make their total of 257. W.A.H. Moule was back again after the hot weather, and going in first scored 68. Lees was again in brilliant form and made 73, while Knight made his highest score of the season, also scoring 73.

The outstanding innings of "B" Team was Bathurst, who went in first and made the top score of the game with 78, the next highest scorer being Norman, who only made 25.

Billings was most in evidence with the ball, in 15 overs taking 4 wickets for 59. Allison bowled 9 overs but did not come off. Muller and Hansell bowled consistently for "B" and took 5 wickets between them, the rest of the bowling was decidedly weak.

"B" batted first, Hansell having won the toss, and Bathurst and Smart opened. Smart was caught after being missed once or twice for 19. Billings being the unlucky bowler.

Nichol followed on but was run out for 0. Hansell then went in and was caught off his 3rd ball, also scoring no runs. Things looked rather bad but Norman and Bathurst added another 44 runs before the former was caught and bowled by Widdup. The rest did not do much, Thomson being not out 23.

With 168 to win "A" started with Moule and Lees, who made short work of the bowling—the hundred going up without the loss of a wicket. Just afterwards Lees was bowled by Thomson for 73. Knight joined Moule and between them easily passed "B's" score, Moule hitting the winning run. All three batsmen looked as though they might reach the century, especially Lees who was scoring at a great pace. But it was not to be. Moule was bowled by Hansell by a good ball and Knight caught off a mishit by Nicholson.

Stumps were drawn soon afterward, "A" having realised a total of 257 for 7 wickets.

"B" TEAM

Bathurst, b. Billings	78
Smart, c. Allison, b. Hammond	19
Nicholl, run out	0
Hansell, c. Lees, b. Harder	0
Norman, c. and b. Widdup	25
Nicholson, b. Billings	1
Richard, b. Widdup	0
C. E. Thomson, not out	23
Muller, c. Harder, b. Billings	5
Sparkes, st. Leslie, b. Billings	4
Extras	5
Total	166

Bowling Analysis

	O	M	R	W
Allison	9	0	48	0
Billings	5	0	59	4
Hammond	5	2	11	1
Harder	4	1	17	1
Widdup	7	1	26	2

"A" TEAM

Moule, b. Hansell	68
Lees, b. Thomson	73
Knight, c. Nicholson, b. Muller	73
Hill, ct. sub. b. Muller	10
Harder, b. Hansell	13
Allison, b. Muller	7
Leslie, c. Nichol, b. Muller	2
Bell, not out	5
Hammond, Billings and Widdup, (did not bat)	—
Extras	6
Total	257

Bowling Analysis

	O	M	R	W
Muller	13	2	93	3
Hansell	9	0	71	2
Bathurst	3	0	28	0
Thomson	4	0	25	1
Norman	4	0	35	0

S'hai Swimmers Win Interport

(Continued from Page 1)

second; C. N. Brown, Shanghai, third. Time—6:08 2-5.

Pillow Fight: won by J. Huxley.

Water Polo: (Interport)—Shanghai: J. B. Brown, C. J. N. Encarnacao, B. O. Wallin, J. Krygsman, R. A. Berthet, R. W. McCabe (Capt.) and L. Gorman. Won—7 goals to 2 over Hongkong: G. Sewell (Capt.) G. A. V. Hall, J. Stewart, G. A. Jack, E. Busschaert, J. Johnstone and D. Liang.

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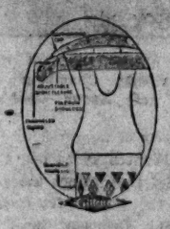

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WE'LL BE THERE!
I GIT YOU JIGGS!
1

OH! THE WRETCH! HERE'S WHAT IT SAYS — IF JIGGS WILL STAND OUTSIDE OF LIBERTY HALL AT TEN O'CLOCK TONIGHT WITH TEN DOLLARS YOU CAN GET YOUR PUP- TELL YOUR HUSBAND TO WEAR A DRESS SUIT FOR A SIGNAL!
FOR GOODNESS SAKE: DO I HAVE TO DRESS UP TO MEET YOUR DOG?
5

I WANT TO TELL YOU BOYS- THAT DOG HAS BEEN A GREAT HELP TO ME TONIGHT!
I THOUGHT IT WUZ A RABBIT-
SHE'S A LIVELY LITTLE DOG- SHE'S BEEN RUNNIN' ALL OVER!
7

HOW DID IT HAPPEN?
I WUZ DANCIN WHEN SOMEONE SAID "CHEESE IT- JIGGS" THEN I THINK THE CEILIN' FELL ON ME- THAT'S ALL I REMEMBER!
GEO MCMANUS
12

Little Jimmy